

The Hongkong Telegraph.

(ESTABLISHED 1881.)

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NEW SERIES No. 8581

號六初月六閏年三統宣

MONDAY, JULY 31 1911.

一拜禮

號一廿月七英港香

836 PER ANNUM.
SINGLE COPY 10 CENTS.

SPECIAL TELEGRAMS.	REUTER'S TELEGRAMS.	REUTER'S TELEGRAMS.	REUTER'S TELEGRAMS.	REUTER'S TELEGRAMS.	REUTER'S TELEGRAMS.	CHINESE TELEGRAMS.
EMPRESS OF CHINA. RESCUE ABANDONED. (T. A. "TELEGRAPH" CORRESPONDENT) Tokyo, July 30. The rescue of the liner Empress of China is despaired of and has now been abandoned. The whole crew have left the ship and have arrived at Yokohama.	"NO SURRENDER." London, July 29, 9 p.m. There has been a meeting of the Unionist Party at Grosvenor House, the company present including Lord Halsbury, Lord Selbourne, Lord Salisbury, Lord Willoughby de Broke, Lord Lovat, Sir George Wyndham, Mr. F. E. Smith, Sir Edward Carson, and Lord Amery.	The Government has shattered the constitution at the bidding of Mr. Redmond, the Nationalist Leader, and has grossly abused their position as advisers to the Sovereign. Surely, he says, the time has come when every citizen should be awake to such dangers.	ENGLISH BY-ELECTION. LIBERAL WIN. [SERVICE TO THE "TELEGRAPH."] London, July 30, 7.25 a.m. In the by-election contest for South-west Bethnal Green the voting was as follows:— Masterman (L.) ... 2,745. Holgaard (C.) ... 2,561. Scurr (Socialist) ... 134. [It will be remembered that Mr. C. F. G. Masterman was unseated in West Ham North through malpractices on the part of his political agent. He was afterwards proposed as candidate for the Trades Union Division of Glasgow but the proposal was not accepted by the Young Scots Party, who were determined to run their own candidate, and therefore Mr. Masterman's candidature was revoked. He was before Under-Secretary in the Home Department.]	FAILURE OF CROPS. IN RUSSIA. [SERVICE TO THE "TELEGRAPH."] London, July 29, 8 p.m. Despatches from St. Petersburg say that owing to the failure of the harvest in South-east Russia and in the Siberian Steppe region, the Government have decided to sell corn at cost price. Relief works are also to be organised.	KAISER ON TOUR. AT SWINEMUENDE. [SERVICE TO THE "TELEGRAPH."] London, July 29, 1.55 p.m. Kaiser William has arrived at Swinemuende from his trip to Norway. TO DISCUSS SITUATION. London, July 30, 7.25 a.m. Herr Berthmann Hollweg and Herr Kiderlen Wachter have gone to Swinemuende to report on the situation to the Emperor.	SERIOUS RIOT IN SUN WUI. BUILDINGS DEMOLISHED. [("SHEUNG PO" SERVICE.)] Canton, July 30. Two days ago, a serious riot broke out in Sun Wui on account of some forms of taxation. The police opened fire on the rioters, killing four and wounding ten. The action of the police greatly enraged the rioters, and they demolished the taxation bureau and the police station.
REUTER'S TELEGRAMS. NAVAL AGREEMENT. BETWEEN THE COLONIES. [SERVICE TO THE "TELEGRAPH."] London, July 29, 8.30 a.m. From Ottawa comes a message stating that, in the House of Commons there, Sir Wilfrid Laurier, the Prime Minister, placed on the table a naval agreement arrived at between Great Britain, Canada, Australia and New Zealand, which provides that the naval services of the Dominions shall be exclusively under the inspection of their own Governments' training and discipline, and be uniform with that of the British Navy. The Dominion ships will fly the White Ensign as an emblem of the British authority of the Crown. The Colonial warships, in foreign waters, will report to, and take orders from, the Admiralty. Also the Dominion vessels shall join the British Fleet in naval exercises, when at disposal, in Imperial manoeuvres and shall form an integral part of the British Fleet throughout the time of war.	AUSTEN'S LETTER. At the meeting a letter was read from Mr. Austen Chamberlain, urging that, whatever happens, the Unionist Party should adhere to the policy of "no surrender," thereby saving the Party from disgrace and disaster. It was afterwards decided to hold a public meeting in London.	ADMIRAL TOGO. AT THE CORONATION. [SERVICE TO THE "TELEGRAPH."] London, July 30, 7.25 a.m. Admiral Togo, on the eve of his departure from London, after attending the Coronation festivities, has published a message in which he states that he will carry back to Japan memories not to be forgotten of the Coronation ceremonies and of his cordial treatment by the Government. "I have been," he says, "greatly impressed with the loyalty shown to their Majesties, and could not restrain crying in my heart 'Banzai' for their Majesties and the nation."	OPIUM CONFERENCE. POWERS AGREED. [SERVICE TO THE "TELEGRAPH."] London, July 30, 7.25 a.m. A Washington telegraphic message announces that all the great Powers have agreed to take part in the Opium Conference, to be opened at the Hague on the 1st of October.	ROYAL VISIT TO COWES. [SERVICE TO THE "TELEGRAPH."] London, July 30, 12.45 a.m. Their Majesties King George and Queen Mary have gone on a visit to Cowes.	LORDS AND COMMONS. UNIONIST MANIFESTO. [SERVICE TO THE "TELEGRAPH."] London, July 30, 8.50 a.m. At the Grosvenor House meeting of Unionists on the 20th instant, it was decided to issue a collective manifesto. LETTER FROM MR. BALFOUR. London, July 30, 8.50 a.m. Mr. A. J. Balfour, in a letter to a constituent, says it would be a mistake to use language suggesting that the Peers possess weapons wherewith to continue the fight against the Parliament Bill, but that the country ought to realise that the abuse of the Royal prerogative by a modern Minister was not less fatal to liberty than the ancient abuse of the prerogative of the King. Unionists, he says, will not and cannot acquiesce in the new revolutionary system and intend to substitute therefor a remodelled Second Chamber with a direct appeal to the constituencies in certain cases.	NORTHERN UNREST. CHINESE TROOPS FOR MUKDEN. [("SHEUNG PO" SERVICE.)] Peking, July 30. The Army Board intends to send a large number of troops to Mukden and Kirin as a preparation against eventualities.
THE HALSBURY DINNER. DENIALS. [SERVICE TO THE "TELEGRAPH."] London, July 29, 8.30 a.m. Lord Waldegrave, Lord Roberts and the Right Hon. Winston Churchill deny that they attended the Party dinner to Lord Halsbury, though their names were published by the "Daily Mail" as amongst the guests.	LORDS WEAKENING. London, July 30, 12.45 p.m. It is anticipated that when the Lords' amendments to the Parliament Bill are taken upon Wednesday, by the House of Commons, it appears to be certain that the House of Lords will ultimately pass the Bill, partly by wholesale abstentions on the part of the Opposition Party or by a sufficient number of the Opposition voting with the Government in order to out-vote Lord Halsbury and the other so-called "Die-hards."	AUSTRALIA. THE FISHER INTERVIEW. [SERVICE TO THE "TELEGRAPH."] London, July 30, 8.50 a.m. Hon. Andrew Fisher, Premier of Australia, interviewed at Colombo, on his way home after the Imperial Conference, was informed that his statements in his interview with the "Review of Reviews" (published in the "Telegraph" a day or two ago), had been the cause of agitation. He described the publication of the "Review of Reviews" as a grotesque misrepresentation, and cabled to Mr. W. T. Stead that the report of the interview was grossly misleading. Continuing, he said, "I told Stead in London that Australia's objective is peace among the nations, her policy is that of effective defence, and her aim is unity of Empire." "The interview is Stead's, not mine. It never entered my mind to use the expression 'Haul down the flag.'" "It is my ambition to keep the flag flying with all its best traditions." "I never harboured the idea that Australia should break away from the Empire nor wish to escape the duty of defending its honour." "I gave Stead seven minutes' interview. I never saw a proof of the expressions credited to me, which would have meant not disloyalty but insanity, and would have been both brutal and monstrous."	SIR F. YOUNGHUSBAND. A RELAPSE. [SERVICE TO THE "TELEGRAPH."] London, July 30, 7.25 a.m. Colonel Sir Francis Younghusband, who is lying with fractured legs in a sanatorium at Verviers in Belgium, as the result of an automobile accident, has had a relapse.	WORLD'S SCULLING CHAMPIONSHIP. WON BY ARNST. [SERVICE TO THE "TELEGRAPH."] London, July 29, 1.55 p.m. A Sydney telegram states that in the world's sculling championship, rowed at Paramatta, Arnst beat Pearce by four lengths. The time, 19 minutes and 46 seconds, constituted a record.	PRINCE OF WALES. AS A MIDSHIPMAN. [SERVICE TO THE "TELEGRAPH."] London, July 30, 10.30 p.m. The Prince of Wales has been appointed a midshipman on board the battleship Hindustan.	MINISTRY OF EDUCATION. OPPOSES CONSCRIPTION. [("SHEUNG PO" SERVICE.)] Peking, July 30. The Central Educational Association proposes the introduction of conscription in China. The scheme is opposed by the Ministry of Education.
IN BIRMINGHAM. Other newspapers give prominence to the resolution of the Birmingham Conservative Association assuring the Right Hon. A. J. Balfour, Leader of the Opposition, and Lord Lansdowne, Leader of the Opposition in the House of Lords, of their unflinching support. The Liberals interpret the resolution as a defiance to Lord Halsbury and his supporters.	BALFOUR'S MESSAGE. IN BY-ELECTION. [SERVICE TO THE "TELEGRAPH."] London, July 29, 11.5 a.m. In a letter to Mr. W. A. Hewins, the Conservative candidate in the by-election at Middleton, the Right Hon. A. J. Balfour, Leader of the Opposition, states that both Foreign and Imperial Affairs afford abundant reason for anxiety. The refusal of the Government, declares the ex-Premier, to deal with the question of Colonial preference, threatens to disintegrate the whole system of our commercial treaties.		HOME CRICKET. COUNTY RESULTS. [SERVICE TO THE "TELEGRAPH."] London, July 29, 11.55 p.m. The latest County cricket results to hand are as follows:— Nottinghamshire won by 289 runs. Lancashire scored a draw. Warwickshire won by 198 runs. Middlesex won by an innings and 211 runs. Kent won by four wickets.	FOOTBALL IN BENGAL. INDIAN VICTORY. [SERVICE TO THE "TELEGRAPH."] London, July 30, 10.30 p.m. A Calcutta message states that the Bengali team Mohan Bagan, whose prospects have engrossed Bengal for weeks, have won the Association Shield, beating the 2nd East Yorkshires by two goals to one. When the result was announced eighty thousand Bengalis assembled on the Maidan, tore off and waved their shirts, and also cheered the losers. The European spectators were good humoured and the entire absence of racialism was a subject of note.	AFFAIRS IN MOROCCO. TENSION RELAXING. [SERVICE TO THE "TELEGRAPH."] London, July 29, 1.55 p.m. There is a general relaxation apparent in the tension between England and Germany concerning the situation in Morocco, as indicated in the comments in the French and German Press on the speech of the Premier, Mr. Aristide Briand.	CALENDAR MONTHS. ADOPTION POSTPONED. [("SHEUNG PO" SERVICE.)] Peking, July 30. Owing to the strong opposition to the adoption of the western calendar system, the scheme has been postponed, until the fifth year of the reign of Huan Tang, when parliament will be established.
						The Weather Forecast. 

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RESCUE ABANDONED.

(THE "TELEGRAPH" CORRESPONDENT)
Tokyo, July 30.

The rescue of the liner Empress of China is despaired of and has now been abandoned.

The whole crew have left the ship and have arrived at Yokohama.

REUTER'S TELEGRAMS.

NAVAL AGREEMENT.

BETWEEN THE COLONIES.

[SERVICE TO THE "TELEGRAPH."]
London, July 29, 8.30 a.m.

From Ottawa comes a message stating that, in the House of Commons there, Sir Wilfrid Laurier, the Prime Minister, placed on the table a naval agreement arrived at between Great Britain, Canada, Australia and New Zealand, which provides that the naval services of the Dominions shall be exclusively under the inspection of their own Governments' training and discipline, and be uniform with that of the British Navy.

The Dominion ships will fly the White Ensign as an emblem of the British authority of the Crown.

The Colonial warships, in foreign waters, will report to, and take orders from, the Admiralty. Also the Dominion vessels shall join the British Fleet in naval exercises, when at disposal, in Imperial manoeuvres and shall form an integral part of the British Fleet throughout the time of war.

THE HALSBURY DINNER.

DENIALS.

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AUSTEN'S LETTER.

At the meeting a letter was read from Mr. Austen Chamberlain, urging that, whatever happens, the Unionist Party should adhere to the policy of "no surrender," thereby saving the Party from disgrace and disaster.

It was afterwards decided to hold a public meeting in London.

LORDS WEAKENING.

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It is anticipated that when the Lords' amendments to the Parliament Bill are taken upon Wednesday, by the House of Commons, it appears to be certain that the House of Lords will ultimately pass the Bill, partly by wholesale abstentions on the part of the Opposition Party or by a sufficient number of the Opposition voting with the Government in order to out-vote Lord Halsbury and the other so-called "Die-hards."

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ADMIRAL TOGO.

AT THE CORONATION.

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London, July 30, 7.25 a.m.

Admiral Togo, on the eve of his departure from London, after attending the Coronation festivities, has published a message in which he states that he will carry back to Japan memories not to be forgotten of the Coronation ceremonies and of his cordial treatment by the Government.

"I have been," he says, "greatly impressed with the loyalty shown to their Majesties, and could not restrain crying in my heart 'Banzai' for their Majesties and the nation."

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The latest County cricket results to hand are as follows:—

Nottinghamshire won by 280 runs.

Lancashire scored a draw.

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REUTER'S TELEGRAMS.

FAILURE OF CROPS.

IN RUSSIA.

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Despatches from St. Petersburg say that owing to the failure of the harvest in South-east Russia and in the Siberian Steppe region, the Government have decided to sell corn at cost price.

Relief works are also to be organised.

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Their Majesties King George and Queen Mary have gone on a visit to Cowes.

WORLD'S SCULLING CHAMPIONSHIP.

WON BY ARNST.

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The Prince of Wales has been appointed a midshipman on board the battleship Hindustan.

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INDIAN VICTORY.

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AT SWINEMUEDE.

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Kaiser William has arrived at Swinemuende from his trip to Norway.

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LORDS AND COMMONS.

UNIONIST MANIFESTO.

[SERVICE TO THE "TELEGRAPH."]
London, July 30, 8.50 a.m.

At the Grosvenor House meeting of Unionists on the 20th instant, it was decided to issue a collective manifesto.

LETTER FROM MR. BALFOUR.

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Mr. A. J. Balfour, in a letter to a constituent, says it would be a mistake to use language suggesting that the Poers possess weapons wherewith to continue the fight against the Parliament Bill, but that the country ought to realise that the abuse of the Royal prerogative by a modern Minister was not less fatal to liberty than the ancient abuse of the prerogative of the King.

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London, July 29, 1.55 p.m.

There is a general relaxation apparent in the tension between England and Germany concerning the situation in Morocco, as indicated in the comments in the French and German Press on the speech of the Premier, Mr. A. Falloux.

CHINESE TELEGRAMS.

SERIOUS RIOT IN SUN WUI.

BUILDINGS DEMOLISHED.

["SHANGHAI" SERVICE]
Canton, July 30.

Two days ago, a serious riot broke out in Sun Wui on account of some forms of taxation. The police opened fire on the rioters, killing four and wounding ten. The action of the police greatly enraged the rioters, and they demolished the taxation bureau and the police station.

NORTHERN UNREST.

CHINESE TROOPS FOR MUKDEN.

["SHANGHAI" SERVICE]
Peking, July 30.

The Army Board intends to send a large number of troops to Mukden and Kirin as a preparation against eventualities.

MINISTRY OF EDU- CATION.

OPPOSES CONSCRIPTION.

["SHANGHAI" SERVICE]
Peking, July 30.

The Central Educational Association proposes the introduction of conscription in China. The scheme is opposed by the Ministry of Education.

PRINCE CH'ING'S RETICENCE.

MILITARY AFFAIRS.

["SHANGHAI" SERVICE]
London, July 30.

Princes Tsai Tsun, Tao and the President of the Army Board consider that Prince Ching is too reticent regarding military affairs and they are trying to force him to resign his position as president of the new Cabinet.

CALENDAR MONTHS.

ADOPTION POSTPONED.

["SHANGHAI" SERVICE]
Peking, July 30.

Owing to the strong opposition to the adoption of the western calendar system, the scheme has been postponed, until the fifth year of the reign of Hsuan Tung, when parliament will be established.

The Weather Forecast.



Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....15,000,000
SILVER.....15,000,000
RESERVE LIABILITY OF PRO.....\$10,000,000
TOTAL.....\$50,000,000

COURT OF DIRECTORS
Hon. Mr. Henry Kowick — Chairman
G. H. Medhurst, Esq. — Deputy Chairman
F. H. Armstrong, Esq.
G. B. Allen, Esq.
G. B. Allen, Esq.
G. B. Allen, Esq.
G. B. Allen, Esq.
G. B. Allen, Esq.

CHIEF MANAGER:
Hongkong — N. J. STARR.
MANAGER:
Shanghai — H. E. R. HUNTER.
LONDON BANKERS — LONDON COUNTY AND WESTMINSTER BANK LIMITED.

HONGKONG — INTEREST ALLOWED.
On Current Accounts at the rate of 2 per Cent. per annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 3 1/2 per Cent. per annum.
For 6 months, 4 per Cent. per annum.
For 12 months, 4 1/2 per Cent. per annum.
N. J. STARR, Chief Manager.

HONGKONG SAVINGS BANK.

THIS business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per Cent. per annum.
Depositors may transfer at their option balance of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per Cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STARR, Chief Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE:—LONDON.
PAID-UP CAPITAL.....£1,200,000
RESERVE FUND.....£1,625,000
RESERVE LIABILITIES OF PROPRIETORS.....£1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balance.

On Fixed Deposits for 12 months, 4 per cent.
On Fixed Deposits for 6 months, 3 1/2 per cent.
On Fixed Deposits for 3 months, 2 1/2 per cent.

W. DICKSON, Manager.
Hongkong, 1st May, 1911. [22]

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP... Yen 24,000,000
RESERVE FUNDS... 15,850,000

Head Offices—YOKOHAMA.

Branches and Agencies
HANKOW.
Kobe.
OSAKA.
NAGASAKI.
LYONS.
NEW YORK.
SAN FRANCISCO.
HONOLULU.
BOMBAY.
SHANGHAI.
CHANG-CHUN.

HONGKONG:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the Daily Balance.

On fixed deposit:—
For 12 months.....4 per cent. p.a.
" 6 ".....3 1/2 " " "
" 3 ".....2 1/2 " " "

TAKEO TAKAMICHI, Manager.
Hongkong, 13th March, 1911. [18]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP...Gold \$3,250,000
RESERVE FUND.....Gold \$3,250,000

Gold \$6,500,000

HEAD OFFICE:—60 Wall Street, New York.
LONDON OFFICE:—85, Bishopsgate.

LONDON BANKERS:
BANK OF ENGLAND,
NATIONAL & COUNTY BANK,
LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:—

For 12 months 4 per cent. per annum.
For 6 " 3 1/2 " " "
For 3 " 3 " " "

GEO. HOGG, Manager.
No. 9, Queen's Road Central.
Hongkong, 24th Feb. 1911. [19]

Banks

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP.....Sh. Tael 7,500,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS—BERLIN.

BRANCHES:
Berlin Calcutta Hamburg, Hankow
Kobe Peking Singapore Tientsin
Tientsin Tsingtau Yokohama.

LONDON BANKERS:
Messrs. N. M. Rothschild & Sons.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT.
DIREKTION DER DISKONTO GESELLSCHAFT.

INTEREST allowed on Current Account, DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

R. TIMMERSCHIEDT, Manager.
Hongkong, 16th Mar. 1911. [2]

THE MERCHANTS BANK OF INDIA, LIMITED.

Authorized Capital.....£1,500,000
Subscribed.....1,125,000
Paid Up.....562,000
Reserve Fund.....325,000

HEAD OFFICE:
40, Threadneedle Street, London, E.C.

BRANCHES:
Bombay, Calcutta, Hongkong, Kandy, Madras, Penang, Rangoon, Singapore, Siam, Tientsin, Yokohama.

AGENTS IN JAPAN:
Messrs. Jardine, Matheson & Co., Ltd., BANKERS.

Bank of England, London Joint Stock Bank, Ltd., Exchange business transacted. Stocks and Shares bought and sold on account of Constituents. Letters of Credit granted on Agents and Correspondents all over the world.

Interest allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits as under:—
For 3 months 2 1/2 per cent. per annum
" 6 " 3 " " "
" 12 " 3 1/2 " " "

F. C. MACDONALD, Acting Manager.
1260]

CHINA MUTUAL LIFE INSURANCE CO., LTD.

HEAD OFFICE: SHANGHAI.

J. A. Wattie, Esq., Managing Director.
A. J. Hughes, Esq., Secretary.
S. H. Wells, Esq., Financial Officer.

A strong British Corporation Registered under Hongkong Ordinances and under Life Insurance Companies Act, England.

Assets to realisation.....\$2,571,465.00
Income for year.....\$250,000.00
Insurance Fund.....\$250,000.00
EFFECTS KNOWN, Esq.—District Manager.
H. W. TAPE, Esq.—District Secretary.

Hongkong, Canton, Macao and the Philippines.
C. LAURENCE, Esq., Inspector, Hongkong.
Advisory Board, Hongkong: Sir Paul Chater, Kt., C.M.G., T. F. Hoogh, Esq., C. J. Lawrence, Esq.
Hongkong, 2nd July, 1911. [16]

ENTERTAINMENTS.

VICTORIA THEATRE.

ONCE MORE
CORONATION PICTURES
OF HONGKONG

will be shown every night until further notice.

COLLIER SISTERS
the
CLEVER OPERATIC and
BURLESQUE ENTERTAINERS.
Hongkong, 20th July, 1911. [1165]

BIJOU SCENIC THEATRE.

Flower Street.

EVERY EVENING.
CINEMATOGRAPH
VAUDEVILLE.

GRAND CORONATION PICTURE
of KING GEORGE V.

9.15 p.m. 9.15 p.m.
Miss VIOLET BONNETTA
and
Mr. R. H. STEPHENSON.

7.15 p.m. Pictures only. 7.15 p.m.
Electric Fan Throughout Theatre.
See Hand Bills.
Ladies & Managers.
BOB STEPHENSON.
Hongkong, 22nd July, 1911. [1182]

Intimations



THE PATHS OF COMMERCE

even to the utmost parts of the Earth are followed by the REMINGTON. In every

climate, and every nation it is Standard

Typewriter.

SIEMSEN & CO.,
HONGKONG AND CANTON.

General Agents for the Remington Typewriter Co.

For Sight Seeing in an Up-to-date

MOTOR,

RING UP 1030.

THE EXILE MOTOR GARAGE.

Hongkong, 15th April, 1911. [1058]

YOUR GLASSES

should give rest and comfort to your eyes. If they do and if the mountings are properly adjusted, they

ARE ALL RIGHT

Do not be satisfied unless they ARE. There is no comfort in spectacles that are merely "good enough." They are

OR ALL WRONG

If in need of changes, adjustments, or repairs, come and see us at our new location in York Buildings, between Kelly & Walsh and Moutrie's.



33

"FELUCCA" EGYPTIAN CIGARETTES.

MILD-AROMATIC-PURE.

MASPERO FRERES, LTD.,

CAIRO.



THE BERNESE ALPS MILK CO

STALDEN (EMMENTHAL), SWITZERLAND.

"No. 10" SCOTCH WHISKY.

BOTTLED AT DUNDEE, SCOTLAND.

Agents: F. BLACKHEAD & CO.,
HONGKONG & CHINA.

WEISMANN, LIMITED.

BAKERS
CONFECTIONERS
CATERERS
RESTAURANTEURS

14, Des Voeux Road Central,
Ly. 1000, 20th April, 1911. [497]

Public Companies.

HONGKONG, CANTON AND MACAO STEAMSHIP COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINETEENTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 8th August, at 12 o'clock noon, for the purpose of receiving a Report of Directors, together with a Statement of Accounts, declaring a Dividend, and electing Directors and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from 20th July to 8th August, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary.

Hongkong, 11th July, 1911. [1251]

HONGKONG & SOUTH CHINA STEAM FISHERIES CO., LTD.

NOTICE is hereby given that the ORDINARY GENERAL MEETING of Shareholders will be held at the Office of the General Managers on the 9th day of August, 1911, at 12 o'clock noon, for the purpose of considering the Report and Accounts to 30th June, 1911, and to transact any business that may be transacted at an Ordinary General Meeting.

Notice is given that the TRANSFER BOOKS of the Company will be CLOSED from 1st to 9th August, 1911, both days inclusive.

BRADLEY & CO.,
General Managers.
Hongkong, 28th July, 1911. [1283]

WM. POWELL, LIMITED.

GENTS' OUTFITTERS.

THE "HUSSAR" COLLAR

\$5.00.....per doz.

In all depths from 1 1/2 in. to 3 in.

PERFECT FITTING.

THESE COLLARS are HAND DRESSED assuring a perfect fit and a longer period of wearing than machine ironed.

WM. POWELL, LIMITED,
28, Queen's Road.
Hongkong, 15th June, 1911. [1048]

ICED SUMMER CORDIALS, with Pure Filtered Soda Water

direct from the Fountain.

ICE CREAMS

All kinds of Bread. Samples free on application.

THE ALEXANDRA CAFÉ,

10, Des Voeux Road Central (next Hongkong Hotel). [1121]

S.O.A.E.O.

AUTOGENOUS.....WELDING
Repair of Boilers and Keels Cutting very quick of iron and steel.
Welding of Boiler Plates and of Broken Pieces.
Apply to 71, PRAYA-EAST, you will save time and money. [1193]

CALDBECK'S

"LIQUEUR"

WHISKY.

EXTRA SPECIAL
FINEST LIQUEUR WHISKY
CALDBECK, MACGREGOR & CO.
SHANGHAI & HONGKONG.

CALDBECK, MACGREGOR & CO
15, Queen's Road.
Hongkong, 20th June, 1911. [116]

To Let

TO LET.

GODOWNS in MANSIONS LANE good for storage of Wines and other articles. Rent moderate.

The BUILDING now in occupation of The Mercantile Bank of India to be let from 1st January, 1912.

Apply to—
DAVID SASSOON & Co.
Hongkong, 13th July, 1911. [1037]

TO LET.

GODOWN No. 6A, DUNDRELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY COMPANY LIMITED.
Hongkong 1st July 1911. [101]

TO LET.

GODOWNS at BLUE BUILDINGS, 4A, PRAYA EAST.

"CREGGAN" 30, The Peak, No. 10, MACDONNELL ROAD OFFICES in KNOX BUILDINGS 4th Floor.

GODOWNS, 151 to 155, PRAYA EAST.

SEMI-EUROPEAN FLATS East corner of Observation Place. The Trams stop at the door.

Also NEW EUROPEAN FLATS adjoining the new Seamen's Institute, PRAYA EAST.

19, CONDUIT ROAD. FLAT in Blue Buildings, 4 Praya East.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LIMITED.
Hongkong, 1st July, 1911. [1019]

NOTICE.

WE have this day been appointed AGENTS for THE ESSEX & SUFFOLK EQUITABLE INSURANCE SOCIETY, LTD., and are prepared to accept Fire risks at our rent rates.

OLDFIELD & CO.,
China Agencies, Aktieblag, York Buildings.
Hongkong, 25th July, 1911. [1277]

STEAM LAUNDRY CO.

YAU MATI.
Established 1809.

THE only successful Steam Laundry in the Far East. The only Laundry in the Colony under European Supervision.

Filtered Water. Regular Delivery. Finest and underwear washed by skilled Japanese.

Monthly rates quoted. Dry cleaning a speciality. Depot No. 4, Beaconsfield Arcade. Tel. K32.

R. WOOD, Manager.
Hongkong, 1st Mar. 1911. [981]

OUR CONTEMPORARIES

What They Think.

China Mail.

The European Situation.

Hence we are much afraid that it will be a long and tedious process for France and Germany to find a basis of agreement. In the event of no solution being reached, we can quite appreciate Mr. Asquith's statement that the situation would become increasingly embarrassing and anxious. However, we sincerely hope that out of darkness will come light. The need of the hour is that the statesmen, the Press and the public of both countries should remain cool, level-headed and rational. Jingoism and alarm can only produce disastrous effects. It is certainly gratifying to note that Mr. Asquith's declaration have had the effect of removing from German official circles the false conceptions which had been formed of Britain's attitude. Germany apparently now recognises that England has no axe to grind in the matter but is simply bent on seeing equity and fair-play observed. With the removal of groundless suspicions, the situation certainly assumes a rosier hue.

Daily Press.

The Sanitary Board Election.

The incorrect minutes should be cancelled by formal resolution of the Legislative Council, and Mr. Shelton Hooper, who has resigned his seat on the Sanitary Board under the misapprehension that the Legislative Council had unwittingly passed a resolution in conflict with a decision of the Sanitary Board, should be asked to reconsider and, in the circumstances, withdraw his resignation. There is wide public sympathy with Mr. Hooper's action, and we are quite sure it will be strengthened by the revelations we have made in this article. Whatever course the Government may take, we think we can safely predict that Mr. Hooper will return to his seat on the Sanitary Board. The Colony appreciates the good work he has done on the Board during the past five and a half years, and it is generally recognised that it would be very difficult to find in the community another man to take his place so well qualified by knowledge and experience of the work of the Board and so ready to devote the time necessary to an intelligent discharge of the duties of the position. With certainty can it be said that, failing the Government's public disapproval of the incident which has created the vacancy on the Board, no suitable person will be eager to offer himself for election. We believe it is generally desired that Mr. Hooper should return to the Board, and if the election is proceeded with, he will be asked to stand in order that the electors may testify their approval of his action by returning him by a triumphant majority.

South China Morning Post.

Commercial Gospel.

In regard to foreign business Governor-General Forbes declares that the Government stands ready to co-operate with the merchants to the fullest extent of its resources, and in this connection it is interesting to note that he believes in a reasonable amount of subsidy. Usury and squeeze he condemns and hints as much that the law will very soon be made to deal with both these retarding evils. The great point made by His Excellency, however, is that the islands have to look to the merchants and business men for their salvation—not to the politicians or office-holders, a remarkable concession for one holding such an office but nevertheless the naked truth. In Hongkong unfortunately the tendency is all the other way. True there has always been a friendly feeling between the Government and the branches of business represented by the Chamber of Commerce, but there is no disputing the fact that office-holders in Hongkong have an exaggerated idea of their own importance and that the future of the colony depends upon them. We commend Governor-General Forbes' speech to our readers, for it is not surprising that Manila should have forged ahead as it has done under such inspiration.

NAVAL PRIZE BILL.

Important Provisions of the Government Measure.

The text of the Naval Prize Bill introduced into the House of Commons last month by Mr. McKinnon Wood is now issued. The measure is presented by the Foreign Secretary and backed by Mr. McKinnon, the Attorney-General, the Solicitor-General, and Mr. McKinnon Wood. The Bill is intended to consolidate with amendments the enactments relating to naval prizes of war. The preliminary paragraph sets forth that "it is desirable that the convention drawn up at the second Peace Conference held at The Hague in 1907 should not be ratified until such amendments have been made in the law relating to naval prize of war as will enable effect to be given to the convention."

Part I. deals with courts and officers, and sets out that the High Court shall, without special warrant, be a prize court, and shall, on the high seas and throughout His Majesty's Dominions and in every place where His Majesty has jurisdiction, as the High Court of Admiralty possessed when acting as a prize court, and generally have jurisdiction to determine all questions as to the validity of the capture of a ship or goods, the legality of the destruction of a captured ship or goods, and as to the payment of compensation in respect of such a capture or destruction.

Under the Bill the expression "capture" is to include seizure for the purpose of the destruction, requisition, or destruction of any ship or goods; which, but for any convention, would be liable to condemnation, and the expressions "captured" and "taken as prizes" shall be construed accordingly, and where any ship or goods have been so seized, the Court may make an order for the detention, requisition, or destruction of the ship or goods, and for the payment of compensation in respect thereof. All causes and matters within the jurisdiction of the High Court as a Prize Court shall be assigned to the Probate, Divorce, and Admiralty Division of the Court. Either a Vice-Admiralty Court or a Colonial Court of Admiralty to act as a Prize Court in a British possession may be established under the Bill.

A Supreme Prize Court.

Any appeal from the High Court when acting as a Prize Court shall be only to a court to be called the Supreme Prize Court consisting of such members for the time being of the Judicial Committee of the Privy Council as may be nominated for the purpose. Part II deals with the procedure to be adopted in prize causes, while Part III deals with the International Prize Court. It provides that "in the event of an International Prize being constituted in accordance with the said Convention or with any Convention amending that same (hereinafter referred to as the International Prize Court), it shall be lawful for His Majesty from time to time to appoint a Judge and Deputy-Judge of the Court. In cases to which this part of the Bill applies, an appeal from the Supreme High Court shall be to the International Prize Court. The High Court in a British Possession shall enforce within its jurisdiction all orders and decrees of the International Prize Court in appeals and cases transferred to the Court under this part of the Act."

Prize Salvage and Bounty.

Part IV. deals with prize salvage and the prize bounty, and provides that where any ship or goods belonging to any of His Majesty's subjects, after being taken as prize by the enemy is retaken from the enemy by any of His Majesty's ships of war, the same shall be restored by decree of a prize court to the owner on his paying as prize salvage one-eighth part of the estimated value of the prize as may be agreed on between the owner and the recaptors, and approved by order of the court, provided that (a) where the recapture is made under circumstances of special difficulty or danger, the prize court may, if it thinks fit, award to the recaptors as prize salvage a larger part than one-eighth part, but not exceeding in any case one-fourth part, of the value of the prize; and (b) where a ship after being

so taken is set forth or used by any of His Majesty's enemies as a ship of war, this provision for restitution shall not apply, and the ship shall be adjudicated on as in other cases of prize. Where a ship belonging to any of His Majesty's subjects, after being taken as prize by the enemy, is retaken from the enemy by any of His Majesty's ships of war, she may with the consent of the recaptors prosecute her voyage, and it shall not be necessary for the adjudication to proceed to adjudication till her return to a port of His Majesty's dominions.

Awards to Officers and Crews.

If, in relation to any war, His Majesty is pleased to declare, by Proclamation or Order in Council, his intention to grant prize bounty to the officers and crews of his ships of war, then such of the officers and crew of any of His Majesty's ships of war as are actually present at the taking or destroying of any armed ship of any of His Majesty's enemies shall be entitled to have distributed among them as prize bounty a sum calculated at such rates as may be specified by Order in Council. Nothing in the Bill shall give to the officers or crew of any of His Majesty's ships of war any right or claim in or to any ship or goods taken as prize or the proceeds thereof, it being the intent of this Act that such officers and crews shall continue to take only such interest (if any) in the proceeds of prizes as may be from time to time granted to them by the Crown.

SMUGGLING OF ARMS.

Into Canton.

The "TELEGRAPH" CORRESPONDENT

Canton, July 27.

H.E. the Canton Viceroy has, for some time past, sought the co-operation of the Hongkong and Macao Governments in the suppression of the smuggling of arms, ammunition and other contraband from their respective colonies into Canton, and the seizure of a large quantity of dynamite and other explosives on board the S.S. Kwong Tung some days ago struck His Excellency with surprise.

His Excellency has now deemed that it is expedient to put an end to this malpractice, as the smuggling of these dangerous goods into the interior is meant for an evil purpose, and the secret storage of contraband of this nature on board a steamer is a danger to the safety of the vessel and to the lives of the passengers.

H.E. has accordingly instructed the Customs authorities to exercise more care and make stricter observations in conducting searches for these contrabands on board steamers arriving here from Hongkong and Macao, and not to allow them to land passengers until after the search, so that, in case of a haul of these dangerous goods, the smugglers may be caught at the same time.

MRS. A. J. DREXEL WILL NOT BE RECONCILED.

London, June 17.—The "New York World" hears that since Mrs. Anthony J. Drexel returned to London this week from New York renewed efforts have been made to induce her to become reconciled to her husband.

But to all of these overtures Mrs. Drexel remains deaf. Her heart, the informant says, has become like adamant and she even refuses to listen to the pleadings of her children, who remain friendly to both their parents.

The final word from her to her solicitor and to the counsel and friends representing her husband, is that she is determined to have the suit for divorce proceed as rapidly as possible.

Mr. Drexel's friends say they think he should have been given another chance. They say he was always devoted to his wife, and feels keenly his present situation. Mrs. Drexel has returned to Paris, and all hope of a reconciliation is now apparently abandoned.

With reference to the above Mrs. Drexel was a Miss Armstrong of Baltimore, and is the mother of the Countess of Maidstone and a sister of Mrs. James Kenny Smith, the widow of the late "Silent Smith," who, whilst on his honeymoon, visited Hongkong in the Marguerite, Mr. Drexel's yacht.

THE GREAT SWIMS THROUGH LONDON.

With the Coronation festivities over the entrants for the Great Swims Through London, conducted under A.S.A. laws by the Weekly Dispatch S.C., have again gone into training. To do this with nothing but Coronation in the air was impossible, but now all this is altered, and the men and women swimmers are busily engaged in putting the finishing touches to their preparations.

The ladies' race has been arranged for August 5, starting from Richmond at 11 a.m., and a great contest is promised, provided the weather is favourable.

Miss Vera Neave, the 100 yards and 220 yards southern lady champion and holder of all ladies' records up to a mile, has entered, and anticipates that she will make a very big bid for first place. Miss Neave, it may be mentioned, is a pupil of Walter Brickett; she is a wonderful stayer and possesses plenty of pace. She is a worthy opponent of Miss Lily Smith, Miss Olive Carson, who won the ladies' race last year, and Miss Prusler.

Miss Rose Thomas, another of Brickett's pupils, is amongst the entrants. She has on several occasions swum for a couple of hours in Highgate Pond, and has swum long distances at Margate and other seaside places, to say nothing of a five-mile swim in the Thames.

Miss Emily E. Ong will make her first essays at long-distance racing in The Weekly Dispatch S.C. swim, but she has trained right through the winter, and is now having three or four long swims every week. Miss Ong represents Kentish Town.

Mrs. Kathleen Roberts, who represents Camberwell, in 1909 swam from Southwick to Brighton, being the third lady to finish, while in 1909 she was the sixth lady to finish from Richmond to Blackfriars, and the fourth last year.

More Confidence This Year.

Miss Ada Norris last year swam from Richmond to Pimlico, but then left the water. She, however, is full of confidence this year.

Miss Mott has previous successes in the way of medals to encourage her, and is now swimming for her best form, while Mrs. Lydia Hussey in 1910 won a medal in a mile race held by the Barry Ladies S. C. on June 6, last year swam for 45 min. in the open-air bath at Tooting, on June 7 swam for an hour in Highgate Ponds, and on June 13 for two hours in the open at Tooting. She is now training hard, and is confident of covering the distance in good time.

Those are but a few of the entrants picked at random.

The race for men has been arranged for July 22, also starting at 11 a.m., and here a very close contest is being looked forward to.

W. H. Walton, of the Putney and Beckenham Swimming Clubs, for instance, swam 150 miles in the aggregate in the Thames when preparing for last year's race, and he is doing more now. Walton, it will be remembered, swam with Ted Heaton when the latter tried to cross the Channel last season.

A. E. Tibbrook is one of the best known swimmers in Salford. He has swum fourteen miles (seven against the tide) in Morecambe Bay, in four hours, and has also accomplished other big feats.

Stephen Bailey, who comes from Ashford, Kent, has swum from Folkestone to Dover, from Shoreham to Brighton, and was ninth in the long-distance championship of England last year.

Birmingham is the home of Alfred Hoel, who has been swimming long distances since 1903, and who is faster now than ever; while G. R. Elliott, who has been swimming all through the winter, and is now doing an hour at top speed in the Serpentine every day, was a member of the winning team for the Sir W. Bull trophy in 1909 and 1910.

A. W. Johnson held the half-mile championship of the Serpentine S. C. in 1907, 1909, and 1910, and won the open scratch race from Bournemouth to Bournemouth.

Manchester is represented by J. Shorthouse, who was fourth in the long-distance championship of 1905, and has taken part in many long-distance events since, while W. M. Burke, who comes from Dungarvon, Co. Waterford, says he is sure to make a fight for the cup.

Reginald Warren, who took a silver medal last year, is practising in the Thames at Weybridge; A. W. E. Matthews was one of the competitors in the long-distance championship last year, and also took part in the long-distance swim at Brighton in 1909, and J. D. Perry is a young man of twenty-one who has issued an open challenge to anyone in England for a breast-stroke contest.

THE LATE MR. G. W. NOEL.

We record with deep regret the death of Mr. G. W. Noel, of the well-known firm of Noel, Murray & Co., which occurred at his residence 12 Love Lane, on Saturday, the 24th inst.

Mr. George Washington Noel was the third son of the late David Cole Noel, M.D., L.R.C.P., and was born on April 30, 1856 at Upper Tooting, London, S. W. He was thus in his 55th year when he passed away quietly at midnight on Saturday. He was educated at the Wesleyan Collegiate Institution, Taunton, which college was chosen for him, and all his brothers, perhaps because the late Rev. Moulton, of Elys School, Cambridge, was formerly a Master at Taunton and was related to Dr. Noel. In 1873 Mr. G. W. Noel joined Messrs. Thorne and Lea, of Mark Lane, London, the well-known tea merchants, and in 1875, at the early age of 19, he was sent out by them to Shanghai to join the Yuen Fong Hong, where for a time he was book-keeper, and later became Manager of the firm. In 1887 he resigned his position and joined the late Mr. Lewis Moore in his business, but did not long remain with this firm. He decided to start business on his own account, and it was about this time he became associated with the late Mr. W. C. Murray, the result being the building up of the firm of Noel, Murray and Co., which was afterwards converted into a limited liability company. In 1904 Mr. Noel made a trip to England, and it was while attending the wedding of Mr. Duncan Glass that he met his wife, Miss Nora Simpson, daughter of Mr. James Simpson, formerly proprietor of the Old Dock. Early in 1905 Mr. Simpson visited Shanghai, accompanied by his two daughters, and it was then Mr. Noel became engaged to, and married, Miss Nora Simpson, the wedding taking place at the Cathedral on April 27, 1905. There is one little daughter, now five years old. Last year Mr. Noel became very ill, and travelled home at the end of June, returning in October much improved in health. At the beginning of this year an old heart trouble again made itself unpleasantly apparent, and close upon this came the death of his partner. On being joined by his brother, it was arranged Mr. Noel should visit Canada, in the hope that the beautiful air of Lagan would restore his health, and he was to have begun the voyage on Sunday. On Saturday evening he enjoyed dinner, was apparently in good spirits, and acquiesced in all the arrangements that had been made for his journey. On retiring, he at once complained of pain in the heart region. Dr. Zierovogel, his physician, was called, and rendered every possible aid, but his patient fell into unconsciousness and so passed quietly away.

By the death of Mr. Noel, Shanghai loses a highly respected resident and a thoroughly efficient business man. Any movement or proposal likely to prove of service to the Settlement claimed his active interest, and his assistance was always appreciated. He served on the Land Commission, and was associated with numerous local institutions, including the Shanghai Dramatic Club, of which he was at one time Chairman. He was a prominent member of the Stock Exchange and his death will be sincerely deplored.

The funeral took place on Monday afternoon, when the remains were cremated.—"N.O.D. News."

Prepaid Advertisements.

25 WORDS \$1 for 3 insertions or \$3 for one week.

TO LET.—TWO ROOMS, suitable for Office, in St. George's Building, 3rd Floor. For further particulars apply to F. Blackhead & Co. [1274]

BOARD AND RESIDENCE.—"HOMEVILLE," Morrison Hill, splendid view of the harbour, 11 minutes from Post Office by electric cars; entrance 153, Wandale Road. Apply at the house. [1289]

WANTED for Singing practice. Room with Piano for half an hour daily before 8 o'clock a.m. State terms.—S. L. H., c/o The "Hongkong Telegraph." [1282]

KING & EMPIRE TROOPS.

There was an inspiring scene in the grounds of Buckingham Palace, when the Colonial and Indian troops present in London were presented with medals by the King.

The inspection and presentation were timed to commence at eleven o'clock, but an hour before that time the troops began to arrive. They were drawn up in long lines on the beautiful lawn facing the Palace, the Indian troops being on the right and the Colonials on the left. Altogether 3,000 men were on parade in review order, and the dulness of the day could not diminish the splendour of the scene.

The King left the Palace at five minutes past eleven and proceeded to the saluting point.

His Majesty wore a Field Marshal's uniform with the Garter sash. He was accompanied by the Prince of Wales in middleman's uniform, the Duke of Connaught, Lord Roberts, Sir Evelyn Wood, and many other famous soldiers. Lord Kitchener, who was in charge of the parade, walked with His Majesty, who was attended by English and Indian orderly officers.

The King and the Prince of Wales having made an inspection of the troops, His Majesty took up a position under the canopy, where he was joined by the Queen, who wore a dress of blue material.

The troops then passed before the King. The Canadians, by far the strongest contingent, led the way, and the various other detachments followed in order of seniority.

When the men had reformed in their original positions the King returned to the saluting base, and a Royal salute was given. Stepping forward, the King addressed the parade as follows:

It gives me great pleasure to see so many soldiers and sailors here from all parts of my Empire. I hope you have all enjoyed your stay in London, and I wish you a safe return home."

General Cudington called for "Three cheers for his Majesty the King," and the response was remarkable. The Guardsmen raised their bayonets on the points of their bayonets, the Colonials removed their headgear, and the Indian Cavalry, whipping out their sabres, waved them wildly in the air. Cheer after cheer was given with the utmost enthusiasm, and the volume of sound was such that it penetrated to the crowds surrounding the Palace grounds, who took up the demonstration.

Then the whole parade marched "in fours" past the saluting base, beside which stood the King and Queen. By this time all the men had donned their medals, and as they passed out of the grounds by the garden gate, proudly wearing the new decoration, they had a most flattering reception from the crowd.

The King, before returning to the Palace, reviewed all the Indian officers of the regiments with which he is specially connected, and addressed to them a few words of approval and goodwill. He also, at the request of Colonial officials, held an informal reception of a number of Colonials.

It was nearly two o'clock when the Royal and other guests drove away, after a most successful and interesting ceremony.

Intimations



SHORTEST & QUICKEST ROUTE

THE FAR EAST & EUROPE, via DAIREN. SUMMER SCHEDULE.

(Effective from May 1, 1911.)

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st Class Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Steamers Service by the S.S. "Kobe Maru" and "Saikio Maru" (each 2,877 tons) as follows:—

NORTH BOUND.

1st Class Fares							
\$40	Shanghai (Steamer).....Lv.			Thurs.	Sun.		
	Dairen (").....Ar.			Sat.	Tues.		
	(S.M.R. Train).....Lv.	6.00 a.m.		Sun.	Wed.	Fri.	
Y14.05	Mukden (").....Ar.	1.50 p.m.		"	"	"	
	(").....Lv.	2.05 "		"	"	"	
Y11.50	Changchun (").....Ar.	8.30 "		"	"	"	
	(").....Lv.	*9.30 "		"	"	"	
R 9.60	Harbin (").....Ar.	*9.10 a.m.		Mon.	Thurs.	Sat.	
				State Ex- press for Moscow	Wa- gon Lites for Mos- cow.	State Ex- press for St. Pet'g.	
	Connecting at Harbin with						

SOUTH BOUND.

Connecting at Harbin with				State Ex- press from St. Pet'g.	State Ex- press from Mos- cow	Wagon Lits from Mos- cow
R 9.60	Harbin (Russian Train)....Lv.	* 11.20 a.m.	Mon.			
	Changchun (")....Ar.	* 8.25 p.m.	"			
Y11.50	(S.M.R. Train)....Lv.	10.30	"			
	Mukden (")....Ar.	5.10 a.m.	Tues.	Thurs.		Sat.
Y14.95	(")....Lv.	5.25	"	"		"
	Dairen (")....Ar.	1.30 p.m.	"	"		"
Y40.00	(") Steamer	Noon	Wed.			Sun.
	Shanghai (")....Ar.		Fri.			Tues.

* Russian Train Time is 23 minutes ahead of the S.M.R. Time. For instance 6 p.m. by the former is 5.37 p.m. by the latter.

Supplementary Charges on DAIREN-CHANGCHUN Service.

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NOTICE.

We beg to inform our Customers and the Public generally that we have from this date adopted new labels for Gin imported and bottled by us.

A. FINEST OLD TOM GIN

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SIR ROBERT BURNETT & CO.'S
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A. S. WATSON & CO., LTD.

Hongkong, 28th June, 1910.

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From and after 1st January, 1909, the rates of Subscription to the "Hongkong Telegraph" (daily and weekly issues) will be as follows:—

Daily—\$36 per annum.

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The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

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(PAYABLE IN ADVANCE.)

There will be no rebate to Missionary subscribers as heretofore. By Order,

"HONGKONG TELEGRAPH."

Hongkong, 22nd December, 1908.

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C. 5th edition. Western Union.

The Hongkong Telegraph.

HONGKONG, MONDAY, JULY 31, 1911.

AN UNSATISFACTORY LOAN.

If the initial stages of the raising of the "four nations" loan are any criterion, several things have happened recently which should have a serious effect not only on China's domestic policy but even on her foreign credit. The loan in the first instance was raised for the purpose of financial and currency reform, and four days after the signing of the necessary agreement the sum of £400,000 was handed over to the Chinese government to be devoted to "commercial enterprise in Manchuria and the reimbursement of expenses incurred during the plague." There has hardly been a European paper in the East that has not, at one time or the other, held forth on the supreme folly of handing the administration of loans over to the tender mercies of the Chinese official. Take only one instance in the long list, that of the Peking-Tientsin Railway. By the original Anglo-German agreement the line was to cost £5,000,000 but thanks to the innumerable methods of "squeeze" that the official is cognizant of, thanks to land frauds and waste, the actual cost will, it is expected, be double what it originally was. The lenders of the money have to blame themselves to a certain extent, for they offered facilities for supplementary loans, of which officialdom was only too glad to take advantage. The evil consequences that attend the granting of loans in such a slipshod manner are so apparent that we wonder the authorities responsible for the borrowing and lending have not realized the danger and taken steps to rectify the matter. Take the case of the railway in question. If it could be constructed for the sum originally mentioned, the capital charge against the railway was only its cost, so that for the sum raised, it was ample security. But, if by any means more money is raised than that actually required then the security is not sufficient and the borrowing power of the Empire is reduced by the amount of the surplus. In other words every tail that goes into official pockets, by reason of "squeeze" in this direction, is an entity, which, taken collectively with the other amounts pilfered by the same opprobrious means, becomes a serious menace to the financial stability of the country at large. It is an increase of the country's liability without a development of resources to meet the extra charges.

The construction of the Canton-Kowloon Railway has been carried out under strict supervision—we refer to the Chinese section—a supervision that has been effective, and it was agreed by the financial combination that instead of accepting the Chinese terms of "non-control" they would insist on the above mentioned railway being taken as a pattern, providing for an engineer in chief and an accountant invested with powers to protect the bondholders. That was the sound and benevolent practice of the fact, but the doctrine has been sadly departed from, till we have no hesitation whatever in saying that the terms of the present railway loan are highly unsatisfactory. We hope that before long an efficient supervising body will be established at Peking, and that the Chinese Government will abide by its decision to take charge of all trunk lines and not content itself with lending the foreign capital at a big rate of interest to the local concerns interested in the various transport undertakings.

DAY BY DAY.

The power of thought, the palace of the mind.

A Chinese was awarded three weeks' hard labour and four hours' stocks this morning for stealing a water-spout.

The export of wolfram from the F.M.S. is steadily increasing. In the first half 1910 it was 927 pikul. This half year the amount was 1,303 pikul.

The "Singapore Free Press" says that Japan has purchased the "Shanghai Times" as an off-set to the Sino-American Daily China Press "to be published in August.

Theft of Bullets. Yesterday morning, someone stole from the Military Rifle Range a few pounds of empty cartridges, which are generally put in a basket and placed in an adjacent shed.

The Snatching Habit. A man was sentenced to three months' hard labour and four hours' stocks this morning for stealing a watch and chain from the person of a school-boy in Queen's Road Central.

Water Polo. The V. R. C. B. O. C. meet in a water polo match this afternoon under the auspices of the Hongkong Water Polo Association. A very hard and fast game is anticipated. Both teams are in excellent form.

Up-to-date. "Mr. Cleaver, how do you account for the fact that I found a piece of rubber tire in one of the sausages I bought here last week?" "My dear madam, that only goes to show that the motor car is replacing the horse everywhere."—New York Evening Times.

H.M. the King of Siam. The "Bangkok Times" is informed that the date of the Coronation of His Majesty the King has now been fixed for the end of November. The Treaty of Versailles will it is understood be represented by special emissaries and there is a general expectation that previous records in magnificence will be surpassed.

The Heat in India. With the heat that accompanies a failure in the monsoon rains there is much sickness in parts of India. An Allahabad telegram says:—The heat is very oppressive here, and an unusually high temperature has had a disastrous effect on the public health generally and on the troops in the garrison in particular. There have been a number of deaths during the week, and many men are suffering from heat apoplexy.

Gamblers Fined. Twenty-one men, including two keepers, were charged before Mr. F. A. Hazeldan at the Magistrate's Court this morning with playing "Ngau Pai" at 16, Belcher's Street, Shek-long-tau. It appears that the defendants are "boys" employed at brothels. The two keepers were fined \$50 each and the rest \$3 each. A sum of \$55 found on the premises at the time was confiscated, as well as \$6.25 which was found in the possession of the first defendant.

The World's Silk. It is said that one may judge the prosperity of nations from their consumption of silk. A few decades back silk was only worn by the rich, but now it is in common use amongst many classes of people. Two-thirds of all the silk entering the markets of the world are obtained from Asiatic countries; but the United States, although not a silk-growing country, consumes one-third of the world's production of raw silk.

There has been a great increase in the exports of silk from China and Japan during the last fifteen years. In 1896 there were 18 million pounds of silk exported from China and Japan, whilst in 1910 there were 36 million pounds, or twice as much, exported from these countries. The United States imported nine million pounds in 1896 and in 1910 they imported 21 million pounds, or more than twice as much.

The importance of the United States to the silk trade of the world is readily seen from the fact that they have not only doubled their consumption but that they are likely to continue to increase this consumption for many years to come.

Hongkong and Whampoa Dock Co., Ltd.

At a meeting of directors today it was decided to pay an interim dividend of \$1.00 per share for the six months ending 30th June, 1911.

Yet Another Loan! Yet another loan! The Governor of Shantung reports the Peking "Jih Pao" has contracted a loan from the Deutsch Asiatische Bank to relieve the money market in Chefoo. The loan agreement has been duly signed with the approval of the Legislative Assembly in his province.

The "Soul Press" says:—"We have much pleasure in announcing the engagement of Miss Katherine A. Seranton, daughter of Dr. W. B. Seranton of Seoul, to Mr. G. P. Patton of the British Consulate-General here."

China Flour Mill Co. An extraordinary general meeting of shareholders in the China Flour Mill Co., Ltd., was held at the offices of the general managers, Messrs. Walter Schaff and Co., on the 24th inst. to consider, and if thought fit, to adopt a scheme for the reorganization of the company. The proceedings were of a private nature and were not open to the press.

Typhoon Warning. The telegram quoted below was received at the U.S. Consulate, from the Manila Observatory at 10.15 a.m.:—"Manila, July 31, 8.47 a.m. Cyclone or typhoon E. of Northern Luzon, more than 300 miles distant, moving N.W. or N.N.W."

The following telegram was received from the Manila Observatory at 11.30 a.m.:—"Manila, July 31, 10.40 a.m. Cyclone or typhoon E. northern Luzon, more than 300 miles distant, moving N.W."

Startling Fashion. A still more startling fashion than was the harem or ankle skirt a few months ago, will probably be the next move of Parisian tailors, according to "Excelsior." It is nothing less than the old uniform of French cancaners: trousers fastened at the ankles and a tiny skirt reaching barely to the knees. They say it looked very smart when worn by pretty mannequins at a famous couturier's establishment.

The Boatbuilders' Strike. There has been a recurrence of the recent trouble among the native boatbuilders. The latest development appears to take the shape of a demand by two of the leading spirits to the effect that 30 cents should be paid on every \$100 contract, the money to be sent to the Guild. The owners refused to comply with the men's request and subsequently had them arrested and their names placed on the charge-sheet. This step led 400 to express vigorous protest, and yesterday morning, they went out on strike.

AN UNPLEASANT EXPERIENCE.

Horse's Fatal Fall.

An officer on the Wivern at least did not have a very pleasant day, yesterday, for he met with an accident that is fortunately rare in these parts. The officer in question, who is, we are told, an experienced horseman, hired a horse from Kennedy's stables intending to go for a ride. It appears that he took the path for Stanley over the Wong Nai Chung gap. As he rode leisurely along he discovered a narrow path, which to him looked enticing, and, though it was only a "Catch water," dismounting he led his pony along slowly when he discovered that the path he had chosen, was getting gradually narrower and narrower. In fact, such was the decrease in the breadth of the way that he decided to turn the animal and retrace his steps. The path was so narrow at the spot, that the pony in backing preparatory to turning put his feet over the edge and fell over the side. The unfortunate animal fell is estimated to be about one hundred feet and consequently it died as a result. The body of the horse had to be left where it fell over night but this morning some of Kennedy's employees were sent out to bring the body in.

The path which at first was broad, and looked quite suitable for riding along, gradually decreased till it was only about a foot wide.

SUPREME COURT.

To-day.

Before the Chief Justice, Sir Francis Piggott, and Mr. Justice Gompertz.

DISPUTE OVER PEAS.

Resumed Appeal.

The hearing of the appeal against a judgment delivered by Mr. Justice Hazeldan in an action in which W. G. Humphreys and Co. were plaintiffs and P. Sollietti and Co. were defendants, was resumed this morning.

The Hon. Mr. J. E. Pollock, K.C., appeared for Messrs. Sollietti and Co., whilst Mr. Eldon Potter represented Messrs. Humphreys and Co.

The judges are not fully agreed as to the proper construction of certain letters and weight to be attached to certain words.

With regard to the final paragraph in a letter written by Messrs. Humphreys, the judges wished to hear "a short argument as to whether, supposing Messrs. Sollietti contracted merely as agents, the effect of the paragraph, not being dissented from by Messrs. Sollietti, is not to make Messrs. Sollietti as agents guarantee the performance of the contract for peas, by their principals."

The Chief Justice said:—"The Court unfortunately is divided in its opinion of one point. One of us is of opinion that on the construction of the letter Sollietti contracted as principal; the other is of opinion he did not. One of the judges has taken this contract and considered the effect of the words of the terms of the contract; the other of us is of opinion that it might be construed into an express guarantee by Sollietti to Humphreys. That is one point we want to clear."

Mr. Pollock: "Turning to the letter your Lordships will see the words 'you now propose to deliver.' I submit 'you now propose' means 'you' as agents in other words in that letter 'you' means 'you' as agents. If you will look a little lower down you will find a repetition of the words 'you now propose.' And in that case again 'you now propose' means 'you' as agents."

Mr. Potter said he hoped to convince their Lordships that where an agent admittedly contracted as agent, used certain words in the contract which makes him liable, although agent, for the whole contract. He ventured to submit that, because of the concluding paragraph in the letter, Mr. Sollietti had undertaken a liability; and although he is agent, they were at liberty to sue him and make him liable.

"It may be that he has rights over and against his principal," said Mr. Potter, "but having undertaken a liability, and although he has signed as agent, he is still liable on the whole contract. Whether he has rights against his principal or not is a matter with which I am not concerned. I submit he is liable because he has agreed to become liable."

DYNAMITE SMUGGLING.

Police Precautions.

(THE "TELEGRAPH" CORRESPONDENT.)

Canton, July 28.

Being afraid of the anarchists attempting to smuggle arms, ammunition and contraband into the interior, by way of the ports in Kwongtung, His Excellency the Viceroy has telegraphically instructed the Customs Authorities and the deputies in charge of the different Lokin Stations to keep a sharp look-out. His Excellency has besides despatched four officials to your end, as detectives who are required to report to the Viceroy by wire everything brought under their notice. He has also despatched a large number of detectives to come aboard steam launches and passengers' boats in the disguise of civilians for the purpose of making inquiry and apprehending the smugglers.

His Excellency Admiral Li Chun has, in connection with the anarchists' reported attempts to smuggle contraband, resolved to start a cruise on the Canton waters, and has instructed the commanders of gunboats and other naval vessels to work similarly for the apprehension of the smugglers.

V. R. C.'S AQUATIC FETE.

A Huge Success.

An event which had been long looked forward to and which like similar events at home and abroad, is ever popular—an aquatic fete—was held in the V. R. C. bath on Saturday evening. Round three sides of the bath had been erected galleries, and these were well filled. As far as sport was concerned there was nothing lacking, provision having been made to suit the tastes of all, and it certainly was greatly enjoyed.

The humorous side had not been neglected, and many were the roars of laughter created by those who endeavoured to surmount that slippery obstacle—the greasy pole.

Events.

The following were the results:—

Two lengths' handicap: Heat 1: A. R. Ellis (owes 9) 1; G. C. Jorgo (7) 2. Heat 2: E. L. Braga (6) 1; W. J. Carroll (7) 2.

Three lengths' handicap: A. A. Claxton (owes 8) 1; M. A. R. Souza (6) 2.

Walking greasy pole: F. B. Silva; J. M. A. Remedios 2.

One length breast stroke, handicap: A. V. Barros 1; R. C. Witche 2.

Ladies' Nomination: M. A. R. Souza 1; H. J. White 2.

Team Race.

The team race created much interest, and was certainly a very keen one. There was very little to choose between the teams. Such races at any gala are always conducted under a great amount of interest—nay excitement—and Saturday's was no exception to the rule. The times, too, were good.

The following are the teams and winners:—

R. C. Witche, L. E. Lammert, L. C. Souza, A. J. V. Ribeiro, F. Ellis and E. L. Braga.

T. Logan, A. V. Barros, E. Leitao, A. R. Ellis, G. C. Jorgo, and J. V. Braga.

A. S. Ellis, H. O. Sayer, J. M. Roza Pereira, M. A. R. Souza, F. K. Tata, R. J. Judah.

Water Polo.

To wind up an admirable programme, an exhibition game of water polo was played between picked teams, distinguishable by blue and white. They were:—

Whites: L. E. Lammert; A. V. Barros and J. M. Roza Pereira; E. Leitao; H. O. Sayer, R. A. Carvalho and U. A. C. Rodrigues.

Blues: F. C. Witche; T. Logan and A. S. Ellis; A. A. Claxton; A. H. Carroll, L. C. Souza and H. J. White.

The game was splendidly fought, and over. The Blues were the first to become aggressive and for some time the Whites were panned in their goal. Lammert was playing a good game, and gave a neat pass to Barros, who had little difficulty in scoring. At the interval the score was unaltered.

In the second half the Whites made a splendid effort to equalize, but were met with a strong defence which backed up a capital attack. They swept the ball along in a beautiful combination, and when the whistle sounded had registered two more goals.

A DARING FEAT.

A very daring feat has been performed at the Chung Hing Theatre during the last few nights. In addition to a splendid performance, which is quite equal to that placed on a European music hall stage, is a turn in which a man of extraordinary strength, allows a large piece of rock to be broken on his head.

The mode of procedure is peculiar. A towel folded twice is placed on the man's wholly shaven head, and a large oblong block of stone is rested on the top of the towel and held in position by him. Another artist wields a sledge hammer, bringing it down with great force on the top of the stone, until it breaks.

The man appears little worse for his daring experiment, though nevertheless the other night, when he submitted his trick to a large audience, he afterwards appeared a little dazed. There is no fake about this, for we have been privileged to hold an inspection both of the stone and the sledge hammer immediately after use.

VALUE OF TRAM LIFE-GUARDS.

Kid Saved.

Tram life-guards are often the butt of the criticism of a capricious public, their utility often being questioned and seldom recognized. The same criticism is as prevalent in this Colony as at home, where all kinds of guards have been fitted to the cars of various systems in many towns. It has seldom happened that they have been called into use, though experiments with dummies, as heavy as the average man, have proved successful.

Despite these experiments, the critical public has not accepted them as life savours, finding a difference between a dummy and a man, who in his endeavours to save himself, is either severely injured or killed. Whatever the public may think, the following story of unheeded life saving ought to convince them of their error in belief.

On Saturday afternoon the writer was on a car proceeding to Hongkong from Wanchai. Without warning the vehicle was brought to a sudden standstill, throwing passengers off their seats. Wondering what had happened several persons dismounted, and there saw resting peacefully on the life-guard a goat. It appears the goat, a young one, had, in its peregrinations in search of food, wandered on to the tram track as the car approached. The driver was unable to pull up in time to save it being knocked down, and must have expected to find, a few seconds later, his mangled remains. Not so, for as stated above, it was saved.

An umbrella moved the kid from its temporary peaceful resting place, and bleating a little, it frisked about, apparently unhurt, and again resumed its march in search of food.

LEAGUE TENNIS.

Distributing the Medals.

On Saturday the Y. M. C. A. played the rest of the league on their courts at Kowloon, and the match was watched with a great deal of interest. This was the final fixture of the season and a goodly number of visitors turned up to witness the excellent games that were played. At the conclusion of the contest the shield that had been won by the Y. M. C. A. and the medals for the team, were presented by Miss Bravin, who was introduced to the company by Dr. Forsyth, the chairman of the league.

In the course of a few interesting remarks the chairman said that they were all pleased that the Y. M. C. A. had won the shield for another year. Very good form had been shown by the various teams and he was sure that the best team had won. They in Kowloon must feel proud that no less than four teams had their headquarters in Kowloon, and of the remaining teams, half of their members were "Kowloonites." He complimented the Chinese Y. M. C. A. on the progress they had made. At one time they looked like winning but their team was weakened towards the end of the season. From what he had gathered, he understood that another team was going to win the shield next year. He had it privately from Mr. Humphreys that he was importing some new blood from England for next season. (Laughter.)

Those to receive medals were:—Messrs. L. C. Breton, C. C. Hickling, A. N. Joseland, A. C. Shroy, A. Vivas, S. Williams, and J. L. Macpherson.

Miss Bravin was presented with a bouquet and silver holder, and was accorded a vote of thanks by the Y. M. C. A. for her presence there that afternoon, on the proposition of Mr. Lewis.

Shroy and Williams beat Humphreys and Wood 7-4; lost to Green and Pittcock 5-0; lost Crooks and Wong Po Keang 9-2. Vivas and Le Breton beat Humphreys and Wood 8-3; lost to Green and Pittcock 5-0; lost Crooks and Wong Po Keang 8-3. Hickling and Joseland beat Humphreys and Wood 10-1; beat Green and Pittcock 7-4; beat Crooks and Wong Po Keang 9-2.

THE DEVELOPMENT OF THE PHILIPPINES.

The "Cablenews-American" of the 25th inst. publishes the following summary of an interesting address by the Governor General of the Philippines:—

Yesterday marked a new epoch in commercial Manila and the islands in general when the Honorable W. Cameron Forbes in an address before the Manila Merchants' Association gave official endorsement to the purposes of the association and avowed that the government of the islands stood ready and willing to lend every possible assistance to the active operations of the different commercial bodies, led by the Merchants' Association, which are bonding their energies toward the commercial and economic regeneration of the islands.

"I appreciate greatly the invitation to address this distinguished body of Manila citizens, feeling as I do that the problem here is an economic one and not a political one, and that it is to the merchants and business men that the islands must look for their salvation—not to the politicians or the office holders," said Governor Forbes, and then followed what commercial Manila has not heard of for many years, one of the clearest presentations of the commercial and economic situation now obtaining in the islands that has ever been delivered before the association or elsewhere.

Outlining in a general way the relation which should exist between the government and the commercial interests of the islands, Governor General Forbes then proceeded to the question of active co-operation between the government and the merchant. He said that a very important part of the government's work was in a direction directly interesting the merchants, and that there was no question but that only good would result from a better understanding of the points of contact. Among the things which bring the merchant into immediate contact, and that not always friendly contact, is that part of the government industry represented by the bureau of supply, the management of steamers and competition between the bureau of prisons and local merchants; all these matters he said required a clear understanding and that the point of view of each was valuable to the other.

What is Necessary.

Governor Forbes took as his theme the most pressing commercial needs of the islands as they appeared to him. Taking as a fundamental basis the postulate that the people of the Philippines ought to be able to compete with the people of other countries in the matter of selling tropical products, he maintained that at least average conditions in the following particulars were necessary:

1. Wealth of soil.
2. Suitability of climate.
3. Presence of potential labour.
4. Willingness or incentive for this labour to put forth its endeavours in cultivating the soil.
5. Means of acquiring modern scientific knowledge as to the best methods of raising and tending crops.
6. The desire to acquire such knowledge.
7. Clear title to privately owned lands in order that the owners may feel justified in spending money to improve their properties and may be able to give security in case they want to borrow money to pay for such improvements.
8. When lands are leased reasonable terms fair to both sides for the use of the land.
9. Availability of machinery and of modern labour-saving devices for use in the cultivation of the soil and local treatment of the crops.
10. Good and adequate roads leading from the point of production or of local treatment of the crop to either a railroad station or to some port visited by steamers or, in case the locality is reached by river, the improvement of the river and existence of suitable transportation either in the form of launches, launches or small steamers to carry products at a reasonable rate to the nearest deep-water port.
11. Existence, in the case of ports, of wharves and bodegas, such bodegas to receive and care

for goods at moderate rates pending shipment.

12. Constant regular service by train or steamer, as the case may be, with reasonable rates and labour-saving devices for handling freight. Delivery should be from bodega to bodega and the steamer in every case should run alongside a wharf upon which or near which is located a covered receiving house.

13. Adequate and proper handling device for freight at the wharves and the warehouses of the importing and exporting companies at the major ports so that no unnecessary expense may be incurred in handling such freight, and moderate rates for the same.

14. The adoption of such methods of finance throughout the commercial community as will enable producers to obtain advances against their crops on such reasonable terms as may secure the banks, trust companies or individuals making the loans.

15. The adoption of such measures, either legislative or by regulation established by the producers and merchants themselves, as will put a final and complete stop to the suicidal practices of adulteration which has done so much to lower the price of Philippine products in the markets of the world and to ruin our credit among buyers; such as (a) Cheating in regard to grades by placing the best grades outside and inserting the poorer grades underneath. (b) Mixing inferior substances, and giving a superior name to an inferior goods.

Rich in Possibilities.

Analyzing these conditions, the Governor General held that in almost all, if not all of them, the islands were at least rich in potentialities, and where labour, capital and economic conditions had not progressed in equal pace, there was still no cause to fear what with modern and energetic methods which would rouse labour from its torpor of centuries and furnish it with the proper incentive to work, the proper laws to protect the producer in the legitimate pursuit of his calling, and the fostering of a spirit of co-operation and cheerfulness which would attract rather than repel capital. All these things are essential to the success of the plans of those who sincerely and unselfishly work for the betterment of conditions throughout the islands.

The Labour Problem.

The labour problem he dwelt upon at great length. In the matter of the willingness of the Filipino to work, the gist of the Governor General's remarks were to the effect that for centuries the native had not been offered the necessary incentive to the development of a working people. His hope for the solution of this all-important problem lay in the development in the Filipino of a desire for a better mode of living; a desire to improve his condition for the sake of the higher and better plane of existence to which he must be taught to aspire. This development, he said, was a matter of years, and was not susceptible of immediate accomplishment.

Comparing the value of the Filipino labourer with that of other Orientals, the Governor General stated that he was equal in every respect to the Porto Rican, Korean or the Japanese.

"The means of acquiring modern scientific knowledge for the development of insular enterprises will be provided by the government," said the Governor General, "and although individual initiative and effort will in individual cases provide the necessary skill and knowledge for active enterprise, the general diffusion of this knowledge must be made through the schools. The government is intending to make a 'dead set' toward intelligent and practical agricultural training."

"I am glad to say that since American occupation 7.5 kilometers, or 4.5 miles, of railroad have been added to the mileage operation, or a total increase of 300 per cent; and where in 1898, 698,300 people were served, now 2,000,000 people, or 1-4 of the population are served by railroads. This is an immense improvement."

Handling of freight in and out of Manila was another important point discussed by the Governor General, who said that the health of the commerce and industry of the islands depended upon the modern and unrestricted handling of that problem.

In the shipping question the Governor General outlined a plan which has been contemplated by the government looking toward the regulation of bodegas and warehouses its southern ports. He stated that in some ports owners of bodegas took advantage of the producer and "squeezed" him when he found it necessary to dispose of his product to the warehousemen because of lack of immediate transportation facilities and the absence of an honestly conducted warehouse. The Governor General stated that the government was considering the advisability of erecting and maintaining warehouses and bodegas in places where present owners were not disposed to deal fairly with the producer, and that the only consideration which will prevent its so doing is for present owners to agree to be governed by rules to be established by the government for the regulation of charges.

Continuing on this subject, he stated that in many numbers of cases producers had been actually driven to the bodega because they were unable to secure fair treatment at the points where they were forced by circumstances to market their product.

Curse of Usury.

Getting at the subject of usury in strong and unequivocal language, the Governor General stated that one of the greatest immediate needs of the islands was the passage of a law which would limit the rate of interest to a reasonable charge, and that next to that measure the islands needed capital which would be accessible to the producer at a fair rate of interest. Wedged in with this he faced the fact squarely that land titles in the islands were not in such condition as to make money lending profitable or the development of property absolutely safe, but said that the question of land registration, which has been delayed only on account of a shortage of funds, would be taken up by the government without delay.

Must Organize.

The Governor General strongly advocates the organization of associations of firms and individuals engaged in similar lines of business, in order that they may thereby improve not only the marketing facilities for their products, but as well as agree upon and maintain a uniform quality of product, which is not now done.

In itself the address of Governor General Forbes was valuable for its clear presentation and public expression of ideas which, while they have been in the main known and appreciated, have not had that force which his address lent them, and his sincerity and enthusiasm in the cause of the commercial uplift of the islands is sure to bear fruit.

Speech prevents further discussion of the points brought out in the address, even though they are of ripe interest. He went fully into many questions which will in future receive the co-ordinated attention of the government and the commercial organizations of the islands, which is bound to accomplish more than the divided efforts of the two sources of improvement.

STORM CLOUDS GATHER

Officials Fear Rising.

(THE "TELEGRAPH" CORRESPONDENT) Canton, July 28.

For the last few days, rumour of another rising has been flying in the air, and the panic-stricken people are fleeing out of Canton in large numbers daily. The state of affairs has reached the ears of His Excellency the Viceroy, who concludes that the thing must have been brought about by the silly action of some of the officials, who have removed their families out of Canton. The people are simply following their bad examples. The Viceroy has consequently instructed all the officials holding positions and the expectant ones not to leave the City without permission from the Viceroy. Any official disobeying the order of His Excellency will be punished without leniency.

MARRIAGE SERVICE CHANGES.

Elimination of Old Phrases.

Important alterations in the form of the exhortation in the marriage service of the Church of England were agreed to in the Lower House of Convocation, at Church House, Westminster, after an interesting discussion.

The Committee on the Royal Letter of Business recommended an alteration of the following clause in the exhortation:—

And therefore [marriage] is not by any to be undertaken, nor taken in hand, unadvisedly, lightly or wantonly, to satisfy men's carnal lusts and appetites, like brute beasts that have no understanding; but reverently, discreetly, advisedly, soberly, and in the fear of God.

It was suggested that the clause should be altered to read: "is not by any to be taken in hand unadvisedly, lightly, or wantonly; but reverently, discreetly, advisedly, soberly, and in the fear of God."

There was a great deal too much prudery about the twentieth century, said Canon Rhodod Bristow, rector of St. Olave's, Southwark, in opposing the proposed alteration. They did not want to encourage prudery, he added, and he hoped they would not allow themselves to be carried away by it, but would do their duty in setting before the people those great truths and solemn words.

"Bowdlerise."

Canon Henson, in supporting the proposal to alter the form of service, said prudery was a bad thing, but coarseness was also a bad thing, and the sixteenth century, the age from which this particular exhortation came, was coarse ago. At his own church, St. Margaret's, Westminster, he was frequently asked by persons who were good Church men and Christians to "Bowdlerise" the exhortation.

After discussion the alteration was agreed to. There was a keen debate on the proposal to modify that part of the marriage exhortation which describes the first cause for which marriage was ordained. The committee recommended that the clause should be: "It was ordained for the increase of mankind," instead of "It was ordained for the procreation of children," thus getting rid of the word "procreation."

The Archdeacon of Birmingham said that he did not think the inclusion of that particular word was at all effective. To a large number of people it was widely offensive, and as the priest uttered it with awe and hesitated and stammered over it, a great deal of the effective teaching which the exhortation was meant to convey, and which he regarded as extremely valuable, was missed.

The committee's recommendation was, however, agreed to. The next proposal was to omit entirely the paragraph, indicating the second cause of matrimony, and beginning: "Secondly, it was ordained for a remedy against sin."

Probandary Pennfather moved as an amendment that the words "Secondly, it was ordained for a remedy against sin" should be retained.

The Archdeacon of Berkshire seconded, and said he would like Canon Henson to warn people who were married in fashionable churches like St. Margaret's to be careful about the passages in novels which they allowed their daughters to read. That was a real danger of the times.

Cultivated people who considered the words of the marriage service coarse, he added, were the ones who left in their drawing-rooms books containing language more coarse—books which had an immoral influence on their daughters.

The amendment was defeated and the committee's recommendation carried. Further discussion on the proposed modifications in the Prayer Book was adjourned till next February.

Return of visitors to the City Hall Library and Museum for the week ending the 30th July, 1911:—

	Library.	Museum.
Non-Chinese	440	154
Chinese	176	2,370
Total	616	2,524

ALLEGED ASSAULT BY PORTUGUESE YOUTH.

Before Mr. J. R. Wood at the Magistrate's this afternoon, Michael Francis Bothello was charged with assaulting two Chinese at Mosque Junction on the 18th July last.

His Worship (to first complainant.)—How many men do you say struck you?—Two.

Where's the other?—The other has not come.

His Worship (to defendant.)—Did you strike witness?

Defendant.—He struck me first.

Complainant stated that on the day in question, he was returning at 4.30 p.m. from the Dairy Farm with some mutton. He stood at the doorway of a Chinese house on the way, when some small Portuguese boys came up to him and dragged the mutton about. He put down the mutton and proceeded to remonstrate with the youths. A big Portuguese boy then came up and threw stones at his eyes. The man was not present in Court. As a result of it, he sustained bruises on the eyes. He was then struck on the head. When he got back to the house, his mistress asked him why the mutton was soiled.

The case is proceeding as we go to press.

THE LEPER'S HOME.

(THE "TELEGRAPH" CORRESPONDENT) Canton, July 30.

The German Consul at Shanghai has written to His Excellency the Canton Viceroy to the effect that the District of Tong Koon under German management is short of funds for its upkeep, and appeals for the benevolence of His Excellency. The Viceroy in reply promises an annual grant of 75,500.

NATIONAL REVENUE.

The Treasury has issued the return of the total revenue for the United Kingdom for the first quarter of the financial year 1911-12.

Under the various heads the revenue for the three months ended June 30, with the increase or decrease compared with the quarter ended June 30th, 1910, was as follows:

June 30, 1911.	Inc. or Dec.
Customs ... 7,670,000...	26,000
Excise ... 8,450,000...	1,166,000
Death Duties ... 6,570,000...	1,138,000
Stamps ... 2,123,000...	481,000
Land Tax ... 100,000...	450,000
Income Tax ... 440,000...	840,000
Land Value Tax ... 7,582,000...	17,051,000
Duties ... 50,000...	90,000
Post Office ... 3,590,000...	120,300
Telegraphs ... 760,000...	20,000
Telephones ... 500,000...	40,000
Crown Lands ... 110,000...	—
Suez Canal ... 4,192...	139
Miscellaneous ... 912,694...	26,658
Total ... 38,808,678...	18,574,504

The net decrease of £18,574,504 is, of course, explained by the fact that owing to the rejection by the Lords of the 1909 Budget revenue for that year, in regard to income tax, house duty, and to an extent, the death duties, were not collected till the first quarter of 1909.

How satisfactory the revenue is coming in now is shown by a comparison, not with the abnormal period of 1910, but with the corresponding period in previous years. Since 1906 the revenue for the June quarters (omitting 1910) was as follows:—

June Quarter.	
1906	£29,982,000
1907	32,650,000
1908	30,312,000
1909	31,695,000
1911	38,808,678

The balance in Exchequer on June 30 was £6,070,000, of which £5,305,000 was in the Bank of England.

In the past quarter £1,000,000 was issued to reduce debt in respect to the Old Sinking Fund, 1910-11.

DON'T FORGET.

Monday, July 31.
Bandaian Opera Company,
"La Cigale," 9.15 p.m.
Tuesday, August 1.
K.O.Y.L.L. Aquatics.
K.O.Y.L.L. Trooping the Colours.
Thursday, August 3.
Legislative Council Meeting.

MILK FIVE CENTS A PINT.

PURE, FRESH, SEPARATED, NATURAL.

REMOVED: THE CREAM ONLY.

ADDED: NOTHING.

If you must use Separated Milk why not have it

FRESH?

For sale by

THE DAIRY FARM Co., Ltd.

One penny a pint!

Today's Advertisements

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras, and Mauritius.)

THE Steamship

"LIGHTNING,"

Captain E. P. Smith, will be dispatched for the above ports on FRIDAY, the 4th August, at Noon.

For Freight or Passage, apply to DAVID SASSOON & CO., LD. Agents.

Hongkong, 31st July, 1911. [1284]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING,"

having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge of the vessel will be landed at once, at consignees' risk and expense.

Cargo remaining on board after 2 p.m. of the 2nd August, will be landed at consignees' risk and expense.

Consignees of Cargo from SINGAPORE & PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the vessel will be landed and stored at consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LD. Agents.

Hongkong, 31st July, 1911. [1285]

E. C. WILKS, M.I.M.E.B., A.M.N.A.

Consulting Engineer and Surveyor for construction, Valuer and Assessor for the purchase, or sale, of Steamships or Launches.

ALEXANDRA BUILDING, 2ND FLOOR, Hongkong, 1st May, 1911. [1100]

HIPPODROME CIRCUS & MENAGERIE.

NEW ACTS! NEW FEATURES!! NEW ATTRACTIONS!!! EVERY NIGHT!

Until further notice.

TIME AND PRICES AS USUAL.

MATINEES: Wednesday and Saturday at 4.30 p.m. [1236]

WHAT YOU WANT

Is Dr. Mackenzie's Invalid Stout. It is the best tonic and invigorating Stout on the Market.

Mothers feeding their children will find it the greatest boon. Numerous testimonials as to its marvellous efficiency.

Sold in Quarts, Pints and Splits by

H. PRICE & CO., LTD.

12, Queen's Road Central,

HONGKONG;

and

63, Haiphong Road, KOWLOON.

First at, 29th July, 1911

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.
R.M.S. "EMPEROR" calls at MOJI instead of Nagasaki.
The only line that maintains a regular schedule service of
12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed sailings from Hongkong and Quebec, &c. (Subject to alteration.)

From Hongkong
"EMPEROR OF CHINA" ... Sat., Aug. 12. "EMPEROR OF BRITAIN" ... Fri., Sept. 8.
"EMPEROR OF INDIA" ... Sat., Sept. 2. "ALLAN LINE" ... Fri., Sept. 29.
"EMPEROR OF JAPAN" ... Tues., Sept. 12. "EMPEROR OF IRELAND" ... Fri., Oct. 20.
"EMPEROR OF CHINA" ... Sat., Oct. 14. "ALLAN LINE" ... Fri., Nov. 10.
From St. John
"EMPEROR OF INDIA" ... Sat., Nov. 4. "EMPEROR OF BRITAIN" ... Fri., Dec. 1.
"EMPEROR OF INDIA" ... Sat., Nov. 12 noon.

Each Trans-Pacific "Emperor" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Emperors of Britain" and "Emperors of Ireland" are magnificent vessels of 14,000 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) ... £71.10.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars on application to Agents.

Through Passengers are allowed stop over privileges at the various points of interest on route.

R.M.S. "EMPEROR" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port ... £43. Via New York ... £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. ORADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM
NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For Steamship On
TIENTSIN ... CHIPSING ... Wed., 2nd Aug., Noon.
SHANGHAI ... CHOYANG ... Thurs., 3rd Aug., 4 P.M.
MANILA ... YUENSANG ... Saturday, 5th Aug., 2 P.M.
SINGAPORE, PENANG & CALCUTTA ... KUTSANG ... Tuesday, 8th Aug., Noon.
SHANGHAI, KORE & MOJI ... FOKSANG ... Tuesday, 8th Aug., Noon.
MANILA ... LOONGSANG ... Saturday, 12th Aug., 2 P.M.
SANDAKAN ... MAUSANG ... Saturday, 10th Aug., Noon.

RETURN TOURS TO JAPAN, (Occupying 24 days).
The steamers "Kutsang," "Namsang," and "Foksang," leave about every 8 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Choofoo, Tientsin and Newchwang.

For Freight or Passage, apply to—
JARDINE MATHESON & CO., LD.
Telephone No. 215. General Managers.
Hongkong, 31st July, 1911. [8]

THE BANK LINE, LTD.

REGULAR SERVICE FROM HONGKONG FOR
VANCOUVER, SEATTLE and PORTLAND (Or.) via
SHANGHAI and JAPANESE PORTS.

Steamer	Tons D W	Captain	On or about
"ORTERIO"	11,000	Jas. Findley	August 4th.
"BUVERIC"	11,000	F. Conley	August 22nd.
"KUMERIC"	11,000	G. McGill	September 26th.

To be followed by other steamers of the Company at regular intervals.

The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

These steamers are of the Newest Design, largest most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Points.
For Rates of Freight or Passage apply to—
THE BANK LINE, LIMITED,
KING'S BUILDING, Praya Central.
Telephone No. 280,
Hongkong, 20th July, 1911. [805]

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tjibodas	JAVA	1st half Aug.	JAVA	1st half Aug.
Tjinhai	JAVA	1st half Aug.	JAPAN	1st half Aug.
Tjini	JAVA	1st half Aug.	SHANGHAI	1st half Aug.
Tjilatjap	JAVA	2nd half Aug.	JAVA	2nd half Aug.
Tjilong	JAVA	2nd half Aug.	JAPAN	2nd half Aug.
Tjitaroen	JAVA	2nd half Aug.	SHANGHAI	2nd half Aug.
Tjipanas	JAVA	1st half Sept.	JAVA	1st half Sept.
Tjimanock	JAVA	2nd half Sept.	JAPAN	2nd half Sept.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN,
Teleph. No. 375
York Building.
[874]

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION

DESTINATION. STEAMERS. SAILING DATE, 1911

MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID...
KITANO MARU, Capt. F. E. Cope, Tons 9,000
IYO MARU, Capt. R. Takeda, Tons 7,000
HIRANO MARU, Capt. H. Fraser, T. 2,000
WEDNESDAY, 2nd Aug., at D'light.
WEDNESDAY, 16th Aug., at Daylight.
WEDNESDAY, 30th Aug., at Daylight.

VICTORIA, B.C., & SEATTLE...
SADO MARU, Capt. J. Richards, Tons 7,000
TUESDAY, 12th Aug., from KOBE

VICTORIA, B.C., & SEATTLE via KEELUNG, SHANGHAI, MOJI, KORE, YOKOHAMA, SHIMIZU & YOKOHAMA...
AWA MARU, Capt. Iizawa, Tons 7,000
INABA MARU, Capt. S. Tomimaga, Tons 7,000
TUESDAY, 15th Aug., at 4 P.M.
TUESDAY, 12th Sept., at 4 P.M.

SYDNEY & MELBOURNE via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE...
KUMANO MARU, Capt. M. Winkler, Tons 7,000
YAWATA MARU, Capt. T. Sekine, Tons 5,000
FRIDAY, 4th Aug., at Noon.
FRIDAY, 1st Sept., at Noon.

KOBE and YOKOHAMA...
YAWATA MARU, Capt. T. Sekine, T. 5,000
TUESDAY, 1st August, at Noon.

KOBE & YOKOHAMA...
TANGO MARU, Capt. Kawara, Tons 8,000
THURSDAY, 3rd Aug., at 11 A.M.

SHANGHAI, MOJI & KOBE...
HAKATA MARU, Capt. H. Nomura, Tons 7,000
WEDNESDAY, 2nd Aug., at Noon.

BOMBAY via SINGAPORE & COLOMBO...
WAKASA MARU, Capt. Nielsen, Tons 7,000
TUESDAY, 8th Aug., at Noon.

† Fitted with new system of wireless telegraphy.
* Carries deck passengers. † Calling at Djibouti.

CHEAPEST SUMMER RATES
between
HONGKONG and JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.
Special Excursion Tickets (1st & 2nd class) available for 3 months.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
RETURN.	RETURN.	RETURN.	RETURN.	RETURN.
1st Class	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With option of call between steamers calling ports in Japan.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Round-the-World Tickets also issued.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
Manager. [5]

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For STEAMERS. To SAIL.
SWATOW, WEIHAIWEL, "HUICHOW" ... 1st Aug., 4 P.M.
CHIEFOO & TIENTSIN ... "HUICHOW" ... 1st Aug., 4 P.M.
AMOI, TSINGTAI, CHE ... "NANCHANG" ... 1st Aug., 4 P.M.
POO & NEWCHWANG ... "NANCHANG" ... 1st Aug., 4 P.M.

MANILA, CEBU & ILOILO ... "KAIFONG" ... 1st Aug., 4 P.M.
HONGKONG & HAIPHONG ... "SUNGKIANG" ... 3rd Aug., 4 P.M.
SHANGHAI ... "ANHUI" ... 3rd Aug., 4 P.M.

SHANGHAI ... "CHENAN" ... 5th Aug., 4 P.M.
MANILA, CEBU & ILOILO ... "TAMING" ... 8th Aug., 4 P.M.
SHANGHAI ... "LINAN" ... 10th Aug., 4 P.M.

MANILA, ZAMBOANGA & "TAIYUAN" ... 17th Aug., 4 P.M.
AUSTRALIAN PORTS
DIRECT SAILING TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A Duty qualified Doctor in carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE.—Twin Screw Steamers "Tan" and "Taming," saloon accommodation amidships; electric fans fitted; extra staterooms on deck, aft, saloon accommodation of s.s. "Kaifong" is situated on deck, aft.

SHANGHAI LINE.—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Linan, Chinkwa), with excellent passenger accommodation. Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.
Fares:—\$45 single, \$80 return.
For Freight or Passage apply to
Telephone No. 38,
Hongkong, 29th July, 1911. [9]

BITTELFELD & SWIRE,
Agents.

Shipping—Steamers

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE,
Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO.

Marseilles, Havre, Bremen and Hamburg and to New York.
Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:
OUTWARD.
For Shanghai, Kobe & Yokohama:
S.S. Alois ... 9th Aug.
Freienfels ... 25th Aug.
Suevia ... 6th Sept.
Sachsen ... 20th Sept.
Bayern ... 6th Oct.

For Further Particulars, apply to—
Hamburg-Amerika Linie,
Hongkong Office. [986]

For Havre, Bremen & Hamburg:
S.S. "Spezia" ... 1st Aug.
For Havre & Hamburg:
S.S. "Liloria" ... 9th Aug.
For Rotterdam, Hamburg & Antwerp:
S.S. "Segovia" ... 12th Aug.
For Havre, Hamburg & Antwerp:
"Saxonia" ... 13th Aug.
For Marseilles, Havre & Hamburg:
S.S. "Silesia" ... 21st Aug.

For Further Particulars, apply to—
Hamburg-Amerika Linie,
Hongkong Office. [986]

HONGKONG—
PHILIPPINES.PHILIPPINES
STEAMSHIP CO.

Steamship. Tons. Captain. For. Sailing Date.

RUBI ... 4000 S. Crosby ... MANILA, CEBU & ILOILO, TUESDAY, 1st Aug., 4 P.M.
ZAFIRO ... 4000 M. O. Smith ... MANILA, CEBU & ILOILO, THURSDAY, 10th Aug., 4 P.M.

For Freight or Passage apply to
SHEWAN, TOMES & CO
GENERAL MANAGERS.
Hongkong, 29th July, 1911. [14]

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOU.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For Steamship Captain Tons Leaving
For Freight and Passage, apply to
A. R. MARTY,
24, Des Vaux Road.
Telephone 118.
Hongkong, 12th June, 1911. [1093]

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
ST. ALBANS	28th July	Saturday, Aug. 19.
EASTERN	25th Aug.	" Sept. 16.
ALDENHAM	8th Sept.	" Sept. 30.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to
Gibb, Livingston & Co.,
Agents. [96]

TOYO KISEN KA'SHA

Imperial Japanese Trans-Pacific Mail Line.
SAN FRANCISCO LINE
Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

PROPOSED SAILING FROM HONGKONG (SUBJECT TO ALTERATION)

Steamer Tons Captain Date of Sailing.
Nippon Maru ... 11,000 H. S. Smith ... Friday, Aug. 18, Noon.
† Triple Screws, turbine engines. * Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraphy and Post Offices.
The Twin Screw Steamer "NIPPON MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU, YOKOHAMA and HONOLULU, on FRIDAY, the 18th August, at Noon.

SOUTH AMERICAN LINE.

(In connection with NATIONAL RAILWAY OF MEXICO at MANZANILLO)
Only Regular Direct Service to Mexican, Peruvian and Chilean Ports.
PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

Steamer Tons Captain Date of Sailing.
Kiyo Maru ... 17,200 S. Tojo ... Tuesday, Aug. 15, Noon.
Buyo Maru ... 10,500 K. Hashimoto ... Saturday, Oct. 11, Noon.
The Steamer "KIYO MARU" will be despatched for MEXICAN, PERUVIAN and CHILEAN PORTS via JAPAN PORTS and HONOLULU, on TUESDAY, 15th August, at Noon.
For Further Particulars as to Passage and Freight, apply to
K. MATSUDA, Local Manager.
KING'S BUILDING (Opposite Blake Pier). [869]

COMMERCIAL.

The Manchurian Bean Trade.

The effects of the outbreak of plague upon the Manchurian bean trade last season hardly require illustration, but it is interesting to note that, whereas during the first ten days of January thirty-ton cars were coming into Dalny at the rate of 151 per day, by the 4th February the number had fallen to 60 cars per day, the lowest number reached being 42. On December 24th, 1910, the price of beans in Dalny was, in silver yen, 3.10. On January 11th, their price stood at 3.32, and within a few days it had jumped to 4.04. On July 5th, the price was 3.11.4. Plague, however, was not the only cause of the marked decrease in the export of beans from Dalny to Europe. Shipments to South China—Shanghai, Amoy, Swatow, and Canton—were very much larger last year, and this tended to keep up prices. It should also be remembered that there are 42 bean mills in Dalny. These can use 22,850 piculs per day from which is produced 2,050 piculs of oil, and 45,700 pieces of bean cake. Thus the bean trade of Dalny is by no means dependent upon the export trade to Europe. There appears to be little ground at present for asserting that the new drawback granted by the Japanese Government to Japanese exporters of bean oil has had any effect upon the export of beans from Dalny. The drawback was first instituted about the middle of last year and has not, therefore, had much time to make its effect felt. The coming season should show how far trade is likely to be diverted by it.

Bean Oil. On the contrary, has shown extraordinary expansiveness, despite the adverse influence of the plague. The following figures, which have been carefully verified, show the amount exported from Dalny during the first five months of this year, as compared with the corresponding figures for the previous year:—

	(1911.)	(1910.)
January	4,481	1,096
February	4,414	1,797
March	3,128	1,788
April	7,290	1,785
May	5,130	2,084
	34,440	8,550

Malacca Rubber Auction. The following prices were realized at the sale of rubber at Malacca auction mart on Saturday, July 22:—

Time Sheet	\$228.00 per pl.
Bark Crape No. 1	\$141.11 "
Bark Crape No. 2	\$121.75 "
String Scrap	\$120.10 "

The bidding was keen and all lots were sold.

Penang Tin and Rice Quotations.

Tin (unrefined) is quoted here to-day, Saturday, July 22, at \$92.27-1-2 buyers, no sellers; at Singapore (refined) at \$92.62-1-2 buyers, no sellers, and in London at £192 cash and £184 10s. three months' sight.

Rangoon rice is quoted at \$159 per coyan.

Serendah Hydraulic Tin Mining Co., Ltd.—The following are the returns for June:—

Output	Pls. 80.89
Value	\$3,976.46
Landak ore	225.00
Working expenses	2,784.20
Profit	967.17

New fees being opened up, account for the small output.

Married Soldiers' Quarters on Transports.

A soldier's wife writes pleading for better accommodation for married families travelling abroad on hired transports. Whilst I admit that the conditions of service have been improved in some respects, and there is less "docking" of Tommy's pay, there is still a belief amongst the experts at "messing" in the War Office that anything is good enough for married families. I can assure my correspondent that if any soldier or his wife sends me particulars of bad treatment in accommodation, food, etc., on transports, I shall do my utmost to get justice done and drag the culprit, however highly placed he may be before the bar of public opinion.—"Mrs. Ball."

LOG BOOK.

Sailing Under Difficulties.

In the old sailing-ship days many a skillful manoeuvre was carried out by captain and crew in rigging juremasts, or steering a vessel after her rudder had been carried away. That steamship still afford similar opportunities for the display of resourcefulness is shown by a recent "Hydrographical Bulletin" of the United States Hydrographic Office. M. Fourgard, mate of the French steamer Anitah Fourchou, has reported to the American authorities the interesting experience of manoeuvring that vessel without steering gear during a storm. About six months ago, while the ship was between Yokohama and San Francisco, her steering gear was put out of action by a heavy sea during a strong gale. Tackles proved useless, so a little coaxing was adopted. During the lulls it was noticed that the vessel came up into the wind, and it was concluded that she might come even higher were her speed increased. No sooner was this reasoned out than it was done. The steamer proceeded at half-speed instead of slow; came up into the wind as expected, and maintained a steady course three or four points from the wind, until the necessary repairs were effected. Thus, without the use of the helm—albeit a mountainous sea was running—merely using the engines, the Anitah Fourchou maintained a steady and comparatively safe position within three or four points of the wind. This is a wrinkle in practical navigation not to be despised. Who shall build the Australian Warships?

Who shall build the Australian warships? There is a bitter warfare being waged between Melbourne and Sydney on the subject, and, according to our Sydney correspondent, the Federal Government is being sharply censured for giving its naval work to the latter, although it is admitted that the port possesses better shipbuilding facilities than are to be found in any other part of the Commonwealth. The reply of the Federal Government is to the effect that they have no choice in the matter, and that until the State provides proper facilities they cannot regard Melbourne as a suitable place for building war vessels. This has led to preparations for the construction of a huge dock at a heavy cost, and now the other States are asking why they should not also be favoured in like manner. In the struggle for shipbuilding business, the exigencies of efficient naval defence are being overlooked. The Federal Minister for Defence, when he returns to Melbourne, will find his hands full, but it is doubtful whether his endeavours to reconcile the Victorians to the increasing supremacy of New South Wales in the work of naval construction will be successful.

New Shipbuilding Yard.
The Victorian Government have decided to establish at Williamstown a shipbuilding yard which will undertake the construction of two steam hopper barges of 600 tons required for use in the deepening of the harbour and the dredging of the site for the new pier Port Melbourne. Later, it is stated, the yards will be enlarged and made capable of dealing with large shipbuilding contracts. It is intended to improve the facilities for shipping at the various country ports east and west of Melbourne, with a view to some decentralisation of the shipping trade.

S.S. Amazonas to be Blown Up.
Some time ago the S.S. Amazonas had the misfortune to founder in shallow water in the River Amazon near the city of Manaus. All efforts to float her proved unsuccessful, and as she constitutes an obstruction and a danger to navigation it has been decided by the authorities to blow her up. She was valued at £12,000, and insured in the London market.

Intimations

AERTEX
CELLULAR.COOLEST & MOST COMFORT-
ABLE UNDERWEARTHE SUMMER
HIGH GRADE.J. T. SHAW,
TAILOR AND OUTFITTER,Hongkong Hotel Buildings,
Queen's Rd. Central. [1268]PEAK TRAMWAYS CO.
LIMITED.

TIME TABLE.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m.	Every 15 min.
8.00 a.m. to 10.00 a.m.	" 10 min.
10.00 a.m. to 11.00 a.m.	" 15 min.
11.30 a.m. to 12.45 p.m.	" 15 min.
12.45 p.m. to 1.15 p.m.	" 10 min.
1.15 p.m. to 1.45 p.m.	" 15 min.
1.45 p.m. to 2.15 p.m.	" 10 min.
2.15 p.m. to 3.00 p.m.	" 15 min.
3.00 p.m. to 8.10 p.m.	" 10 min.

NIGHT CARS.

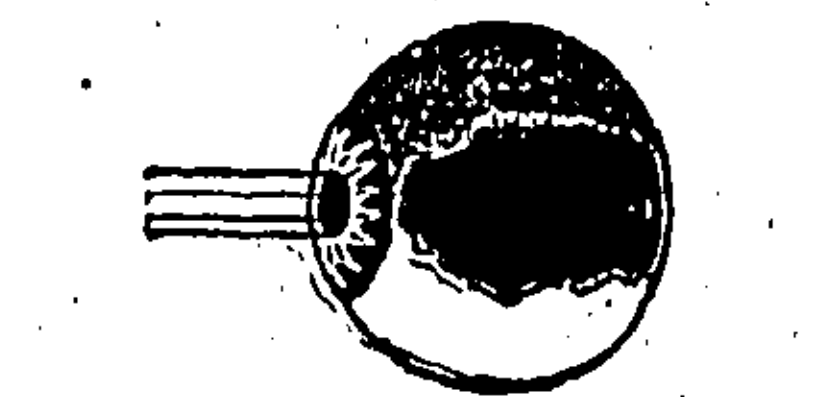
8.45 p.m. and 9 p.m., 9.45 p.m. to
11.30 p.m. every 15 min. or.

SUNDAYS.

8.00 a.m. to 10.30 a.m.	every 15 min.
10.30 a.m. to 11.00 a.m.	" 10 min.
11.45 a.m. to 12.00 noon	" 15 min.
12.00 noon to 1.00 p.m.	" 10 min.
1.00 p.m. to 5.00 p.m.	" 15 min.
5.00 p.m. to 6.00 p.m.	" 10 min.
6.00 p.m. to 7.00 p.m.	" 15 min.
7.00 p.m. to 8.10 p.m.	" 10 min.

SATURDAYS.

Extra Cars at 11.45 p.m.

SPECIAL CARS.
By Arrangement at the Company's
Office, Alexandra Buildings.JOHN D. HUMPHREYS & SON
General Managers,
Hongkong, 16th June, 1911.

SUN GLASSES.

Any tint made to any prescription.
No charge for testing sight.
Repairs of all descriptions made by
competent workmen.N. LAZARUS,
Ophthalmic Optician,
1A, D'Aguilar Street,
Hongkong.
Hongkong, 24th July, 1911. [929]THE CHINA PROVIDENT
LOAN AND MORTGAGE
CO., LD.

(CAPITAL PAID UP...\$1,250,000.)

Loans on Mortgage of House Property
&c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).
THE OFFICE OF
TRUSTEE, EXECUTOR OF
WILLS, ATTORNEY, &c.,
Undertaken and Executed.
SHEWAN, TOMES & CO.
General Managers.
Hongkong, 19th March 1908. [41]SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,
FORGEWELTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.
Modern Appliances for quick construction and repair of Ships,
Engines, Boilers, Railway Rolling Stock, Bridges, and all
Classes of Engineering, Iron and Wood Work.
Electrical Drives, Hydraulic & Pneumatic Tools
installed throughout the Works.
50-ton Hydraulic TESTING MACHINE
for Chains, Wire Ropes, Rivets
and Metal Specimens.GRAVING DOCK
787 ft. by 88 ft. by 84 ft. 6 in.
Pumps empty Dock in
2 3/4 hours.
THREE PATENT SLIPWAYS
taking vessels up to 3,000 tons
in weight, providing conditions for
painting ships with most efficient results.
100-TON ELECTRIC CRANE ON QUAY—
ELECTRIC OVERHEAD CRANES THROUGHOUT
THE SHEDS RANGING UP TO 100 TONS.
Estimates given for Docking, Repairs to Hull and Machinery,
Constructional Work.

MANAGERS AND AGENTS:

BUTTERFIELD & SWIRE
HONGKONG, CHINA & JAPAN

Mails.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.WILL dispatch VESSELS to the Undermentioned PORTS on or about
the DATES named—

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	DEVANAH	Daylight	Freight and Passage.
SHANGHAI	Capt. H. Powell	3rd Aug.	
HONGKONG, VIA USUAL PORTS OF CALL	DELHI	Noon	See Special Advertisement.
SHANGHAI, KOBE MOJI, YOKOHAMA	Capt. H. S. Bradshaw	5th Aug.	
SHANGHAI, KOBE MOJI, YOKOHAMA	SARONIA	About 10th Aug.	Freight and Passage.
LONDON & ANT- WERP & S. PORT, PENANG, C. MDO, PORT SAID AND MARSEILLES	Capt. C. C. Talbot, R.N.		
SHANGHAI, KOBE MOJI, YOKOHAMA	SYRIA	About 10th Aug.	Freight and Passage.
SHANGHAI, KOBE MOJI, YOKOHAMA	Capt. R. A. Peters		
SHANGHAI, KOBE MOJI, YOKOHAMA	SUSAN	Noon	Freight and Passage.
SHANGHAI, KOBE MOJI, YOKOHAMA	Capt. H. G. Evans, R.N.	24th Aug.	

For Further Particulars, apply to

P. & O. S. N. Co.'s office,
Hongkong, 31st July, 1911.E. A. HEWETT,
Superintendent.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL ON
NAPLES, GENOA ALGIER, GIBRAL- TAR, SOUTHAMP- TON, ANTWERP and HAMBURG	"LUTZOW" Capt. J. Bortfeldt	17.300 { WEDNESDAY, 9th August, at Noon.
SHANGHAI, NAGA- SAKI, KOBE and YOKOHAMA	"PRINZ LUDWIG" Capt. L. Maass	18.300 { About WEDNES- DAY, 9th Aug.
MANILA, YAP, MA- RION, SAMARAI, NEWGUINEA, BRIS- BANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR" Capt. F. Heide	6,100 { SATURDAY, 12th August, at 4 p.m.
KUDAT & SANDA- KAN	"Donner" Capt. F. Schmitt	5,050 { Middle of August.

All the steamers of the European Line are fitted with Wireless Telegraphy.
New System of Teletypes.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG and CHINA:
Hongkong, 27th July, 1911. [7]

A. P. JEANNOU, 15, Queen's Road Central.

Just arrived a Large Stock from Italy,

MACARONI, VERMICELLI and SPAGHETTI,

in Packets of 1 lb. and in Boxes of 45 lbs. [1022]

THOS. COOK & SON,
Tourist, Steamship and Forwarding Agents,
Bankers, &c.Head Office for the Far East—19, DES VŒUX ROAD, HONGKONG
SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP
LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and
CASHED.
FOREIGN MONIES exchanged.
992] CHARTER OFFICE:—LUDGATE CIRCUS, LONDON, E.C.SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,
FORGEWELTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.Modern Appliances for quick construction and repair of Ships,
Engines, Boilers, Railway Rolling Stock, Bridges, and all
Classes of Engineering, Iron and Wood Work.
Electrical Drives, Hydraulic & Pneumatic Tools
installed throughout the Works.
50-ton Hydraulic TESTING MACHINE
for Chains, Wire Ropes, Rivets
and Metal Specimens.GRAVING DOCK
787 ft. by 88 ft. by 84 ft. 6 in.
Pumps empty Dock in
2 3/4 hours.THREE PATENT SLIPWAYS
taking vessels up to 3,000 tons
in weight, providing conditions for
painting ships with most efficient results.
100-TON ELECTRIC CRANE ON QUAY—
ELECTRIC OVERHEAD CRANES THROUGHOUT
THE SHEDS RANGING UP TO 100 TONS.
Estimates given for Docking, Repairs to Hull and Machinery,
Constructional Work.

MANAGERS AND AGENTS:

BUTTERFIELD & SWIRE
HONGKONG, CHINA & JAPAN

Shipping—Steamers.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having
splendid Accommodation for First-Class Passengers. Electric Light. Excellent
Cuisine.FOR SWATOW, AMOY AND FOOCHOW AND RETURN.
(Occupying 9 to 10 days.)

TRAMSHIPS.	CAPTAIN	LEAVING.
Haimun ...	Capt. A. H. Stewart	TUESDAY, 1st Aug., at 1 p.m.
Hatching ...	Capt. W. C. Pasmore	FRIDAY, 4th Aug., at 1 p.m.

During the months of JULY and AUGUST, RETURN TICKETS
valid for three months will be issued at a reduction of 20% on the usual rate
to Foochow.
Steamers will arrive at, and depart from the Co.'s Wharf near Blake Pier.
For Freight and Passage, apply to
Douglas, Laprak & Co.,
General Managers.

Consignee

NORDDEUTSCHER LLOYD,
BREMEN.
IMPERIAL GERMAN MAIL
LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"KLEIST,"
having arrived, Consignees of cargo are
hereby informed that their Goods, with
the exception of Opium, Treasure and
Valuables are being landed and stored
at their risk into the hazardous and/or
extra-hazardous Godowns of the Hong-
kong & Kowloon Wharf and Godown
Company, Limited, Kowloon, and
West Point Godowns, whence delivery
may be obtained.No claims will be admitted after the
Goods have left the Godowns, and all
goods remaining undelivered after the
2nd of August, will be subject to rent.All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
2nd of August, at 9.30 a.m.All claims must reach us before the
6th of August, 1911, or they will not
be recognized.No Fire Insurance will be effected.
Bills of Lading will be countersigned
by the undersigned.This steamer brings Cargo
Ex S.S. "Orca" from Venice.
Transhipped at Port Said.NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
General Agents.
Hongkong, 26th July, 1911. [7]

FROM EUROPE.

THE H.A.L. Steamship

"AMBRIA,"
Captain Feldmann, having arrived,
Consignees of Cargo are hereby informed
that their goods are being landed and
placed at their risk in the hazardous
and/or extra-hazardous Godowns of the
Hongkong & Kowloon Wharf &
Godown Company, Limited, Kowloon,
and West Point Godowns, whence
delivery may be obtained against Bills-
of-Lading countersigned by the Under-
signed.Optional Cargo will be carried on
unless notice to the contrary be given
to-day.All claims must be presented within
ten days of the steamer's arrival here,
after which date they cannot be re-
cognized.No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
1st prox., will be subject to rent.All broken, chafed, and damaged
goods must be left in the Godowns,
where they will be examined on the
31st inst., at 9.30 a.m.No Fire Insurance will be effected by
us in any case whatever.This steamer brings on cargo:—
Ex s.s. "Faro" from Sebatel.

"Pruisen" from Havre.

"Paul" from Stettin.

"Suzanne et Marie" from
Bordeaux.HAMBURG-AMERIKA LINE,
HONGKONG OFFICE.
Hongkong, 26th July, 1911. [956]

DRAGON CYCLE

DEPOT,

ELECTRICIANS.

Steam, Oil, Gas and Motor

Engineers

and

Rickshaw Builders.

Repairs to

Typewriters, Bicycles, Phono-

graphs, and all kinds of

Electric Goods and Machinery

'PHONE 482.

No. 63, Des Vœux Road Central.

Managing Proprietor:

G. LAURITSEN.

[41]

To Sail

The Peninsular & Oriental
Steam Navigation
Company.STEAM FOR STRAITS, CEY-
LON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITER-
RANEAN PORTS,
PLYMOUTH AND LONDON.THROUGH BILLS OF LADING ISSUED
FOR DAVARIA, CONTINENTAL
AND AMERICAN PORTS.

THE Steamship

"DELIH,"

Captain H. S. Bradshaw, carrying
His Majesty's Mails, will be de-
parted from this for Bombay, &c., on
SATURDAY, the 5th August, 1911,
at Noon, taking passengers and Cargo
in connection with the Company's s.s.
"Moldavia," 2,600 tons, from Colum-
bo; passengers' accommodation in which
vessel is secured before departure from
Hongkong.Bills and Valuables, all cargo for
France and Tea for London (under
arrangement) will be transhipped at
Colombo into the mail steamer proceed-
ing direct to Marseilles and London;
other cargo for London, &c., will be
conveyed via Bombay by the s.s.
"Calcutta," due in London on the
17th September, 1911.Passes will be received at this Office
until 4 p.m. the day before sailing. The
contents and value of all packages are
required.For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 22nd July, 1911. [4]

Regular Steamship Service

to New York,

via PORTS AND SUEZ CANAL

(With Liberty to Call at Malabar
Coast).

PROPOSED SAILING FROM HONGKONG.

FOR NEW YORK:

S.S. "SILK" {Sailing on or
about 16th Aug.For Freight and further information,
apply toDODWELL & CO., LTD.,
Agents.

Hongkong, 27th July, 1911. [1280]

THE CHINESE ENGINEERING

AND MINING CO., LTD.

CANTON-HONGKONG-TIEN-
TSIN LINE.

THE Chartered Steamship

"ONHANG"

Taking Cargo on through Bills of
Lading to Tientsin, via Taku, or
Chinwangtao & Rail, will be de-
parted for Chinwangtao on or about
6th August.

The Company's Steamship

"KWANGPING"

will be dispatched for Tientsin Bund,
with liberty to call at intermediate ports,
about middle of August.

For Freight and Passage, apply to

CHINESE ENGINEERING
AND MINING CO., LD.,
10, Alexandra Buildings,

or

CHANG FAT YUEN,
802, Des Vœux Road Central.

Hongkong, 27th July, 1911. [1280]

OTE. LOUVENCOURT

EXTRA DEY.

\$24.00 per case.

FRENCH STORE,
6, Queen's Road.

Hongkong, 17th June, 1911. [74]

TSANG KWONG

COMPANY.

ELECTRICAL AND GAS

CONTRACTORS.

230, Des Vœux Road Central.

Tel. Hong No. 899.

Established 2nd Jan., 1911. [78]

GREEN ISLAND CEMENT

COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO

General Managers.

Hongkong, 16th Aug., 1910. [74]

COMMERCIAL.

EXCHANGE.

Selling.	
London-Bank T.T.	1/9 1/16
Do. Demand	1/9 1/16
Do. 4 months' sight	1/9 1/16
France-Bank T.T.	1/9 1/16
America-Bank T.T.	1/9 1/16
Germany-Bank T.T.	1/9 1/16
India T.T.	1/9 1/16
Do. Demand	1/9 1/16
Shanghai-Bank T.T.	1/9 1/16
Singapore-Bank T.T.	1/9 1/16
Japan-Bank T.T.	1/9 1/16
Java-Bank T.T.	1/9 1/16

Buying.	
4 months' sight L/C	1/9 1/16
6 months' sight L/C	1/9 1/16
80 days' sight San Francisco & N. York	1/9 1/16
4 months' sight do.	1/9 1/16
80 days' sight Sydney & Melbourne	1/9 1/16
4 months' sight France	1/9 1/16
6 months' sight do.	1/9 1/16
4 months' sight Germany	1/9 1/16
Bank of England rate	1/9 1/16
Sovereign	1/9 1/16

POST OFFICE.

Only fully prepaid letters and post-cards are transmissible by the Siberian Route to Europe.

The S.S. Korea, with the American mail, is due to arrive here between 6 and 8 A.M. tomorrow.

The S.S. Empress of China, having gone ashore at the entrance of Tokyo Bay, the Canadian Mail of the 12th inst. from Vancouver has been transferred to the N.D.L. mail steamer Lueden which is expected to arrive here about the 8th proximo.

A Mail will close for:

Hohow—Per Michael Jensen, 1st Aug., 8 A.M.

Kobe and Yokohama—Per Yawata-maru, 1st Aug., 10 A.M.

Swatow, Wei-hai-wei, Chefoo and Tientsin—Per Hui-chow, 1st Aug., 10 A.M.

Shanghai, Moji and Kobe—Per Hakata-maru, 1st Aug., 10 A.M.

Europe, India via Tientsin—Per Armand Behic, 1st Aug., noon.

Swatow, Amoy and Foochow—Per Hui-chow, 1st Aug., noon.

Macao—Per Sui Tai, 1st Aug., 1.15 P.M.

Manila, Cebu and Iloilo—Per Kailong, 1st Aug., 3 P.M.

Tientsin and Newchwang—Per Nam-chang, 1st Aug., 3 P.M.

Manila, Cebu and Iloilo—Per Rabi, 1st Aug., 3 P.M.

Singapore, Penang and Colombo—Per Kitano-maru, 1st Aug., 5 P.M.

Fort Bayard and Haiphong—Per Sinking, 2nd Aug., 8 A.M.

Swatow, Amoy and Foochow—Per Chosun-maru, 2nd Aug., 9 A.M.

Macao—Per Sui Tai, 2nd Aug., 1.15 P.M.

SHANGHAI, SIBERIAN Mail to Europe—Per Devanba, 2nd Aug., 5 P.M.

Batavia, Cheribon, Samarang and Sourabaya—Per Tjibodas, 3rd Aug., 11 A.M.

Tientsin—Per Ching-shan, 3rd Aug., 11 A.M.

Macao—Per Sui Tai, 3rd Aug., 1.15 P.M.

Shanghai—Per Anhui, 3rd Aug., 3 P.M.

Shanghai—Per Chosung, 3rd Aug., 3 P.M.

Manila, (taking Mail for Cebu and Iloilo) Thursday Island, Conklow, Cairns, Townsville, Brisbane, Sydney, Hobart, Newcastle, Dunedin, Melbourne, Adelaide, Perth and Fremantle—Per Kumamoto-maru, 4th Aug., 10 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco (Siberian Mail to Europe)—Per Pensa, 4th Aug., 10 A.M.

Singapore, Penang and Calcutta—Per Lightning, 4th Aug., 10 A.M.

DEPARTED.

July 30.

Prinz Waldermar, for Kobe.

Kwangshai, for Shanghai.

Lyonmou, for Saigon.

Daigimaru, for Swatow.

G. Apar, for Singapore.

Annua, for Haiphong.

Yochow, for Hongkong.

Ching-shan, for Shanghai.

Spir, for Canton.

July 31.

Dayn, for Canton.

St. Albans, for Kobe.

Tourane, for Yokohama.

On Sang, for Canton.

Ching-shan, for Canton.

Anhui, for Canton.

SHIPPING NEWS.

MAINS DUE.

Pacific (Korea) 1st prox.

German (Prinz Ludwig) 9th prox.

Pacific (China) 22nd prox.

The Imperial German Mail s.s. Kleist which left here on the 26th inst., at 6 p.m., arrived at Shanghai on the 29th inst., at 2 p.m.

The O. S. K. s.s. Tacoma Maru from Tacoma left Manila for this port on the 20th inst., and may be expected to arrive here to-day at p.m.

The Imperial German Mail, s.s. Coblenz left Sydney on the 29th inst., at 11 a.m., and may be expected here on the 20th prox.

The P. & O. S. S. C. s.s. Devanba left Singapore for this port on the 29th inst., at 10.30 a.m., with the outward English Mail, and is due here on the 2nd prox., at 2 p.m.

The P. M. S. S. Co. s.s. Korea will be due at this port on the 1st prox., between 6 and 8 a.m.

The Imperial German Mail s.s. Prinz Ludwig carrying the German Mails with dates from Berlin of the 12th inst., left Colombo on the 29th inst., at p.m., and may be expected here on the 9th prox.

The Bank Line s.s. Suverie sailed from Kobe for Moji on the 30th inst.

The Barber Line s.s. Way Castle from New York left Manila yesterday morning and is therefore due here to-morrow morning.

The s.s. Laifang left Calcutta for the Straits and this port on the 29th inst., and is due here on the 11th prox.

The Canadian Pacific Railway Company's R.M.S. Empress of Japan arrived at Kobe on the 28th inst., at 6.30 p.m., and left again on the 29th inst., at noon, for Shimizu, where she is due to arrive yesterday at 8 a.m.

ARRIVALS.

Chosun Maru, Jap. s.s. 1.301, T. Yamaguchi, 29th July—Swatow 24th July, Gen.

O. S. K.

Dover, Br. s.s., 1.520, D. Paulsen, 29th July—Pa. Sambo 22nd June, Gen.—Order.

Derwent, Br. s.s., 1.520, J. Jenkins, 29th July—Cebu 22nd July, Rice—Man Fat & Co.

Spir, Nor. s.s., 371, W. Horn, 29th July—Newchwang 20th July, Pensa—A. T. & Co.

Chip Shing, Br. s.s., 1.139, Mooney, 30th July—Tientsin, 21st July, Gen.—J. M. & Co.

Devanwong, Ger. s.s., 1.053, E. Gathemann, 30th July—Bangkok 22nd and Hohow 29th July, Rice and Timber.—B. & S.

On Sang, Br. s.s., 1.747, A. G. Smith, 29th July—Ching-shan 27th July, Coal.—G. E. M. & Co.

Daguy, Nor. s.s., 831, P. Solvren, 30th July—Hongkong 28th July, Coal.—A. T. & Co.

Heizman, Br. s.s., 611, A. H. Stewart, 30th July—Swatow 29th July, Gen.—D. L. & Co.

Lightning, Br. s.s., 2.122, E. P. Smith, 30th July—Singapore 24th July, Gen.—S. & Co.

Marie, Ger. s.s., 1.163, Schalkier, 30th July—Saigon 27th July Rice and Gen.—J. & Co.

Phenon Penth, Br. s.s., 1.066, Jas. H. Scott, 30th July—Saigon 29th July, Gen.—Wo Fat Sing.

Si Kiang, Fr. s.s., 645, E. de Catalane, 30th July—Haiphong 28th July, Gen.—M. M.

Sungking, Br. s.s., 987, H. Mathias, 30th July—Haiphong and Hohow 29th July, Gen.—B. & S.

Tydeus, Br. s.s., 1.740, P. Chirinos, 30th July—Kobe 16th and Foochow 28th July, Gen.—B. & S.

Loongmoon, Ger. s.s., 1.275, W. Vogler, 30th July—Canton 29th July, Gen.—H. A. L.

Huichow, Br. s.s., 1.217, G. Hooker, 30th July—Canton 29th July, Gen.—B. & S.

Anhui, Br. s.s., 1.350, J. B. Harris, 31st July—Shanghai 27th July, Gen.—B. & S.

Armand Behic, Fr. s.s., 9.561, Guinard, 31st July—Yokohama Mail and Gen.—M. M.

Spezia, Ger. s.s., 3.781, Fauss, 31st July—Shanghai 27th July, Gen.—H. A. L.

Yawata Maru, Jap. s.s., 2.386, J. Sakino, 31st July—Australian Gen.—N. Y. K.

Chiyuen, Ch. s.s., 1.177, W. Jameson, 31st July—Shanghai 27th July, Gen.—C. M. S.

N. C.

Hakata Maru, Jap. s.s., 3.820, H. Nomura, 31st July—Bongbay 15th July, Gen.—N. Y. K.

Tourane, Fr. s.s., 3.201, G. Lancelli, 31st July—Marcelles 2nd and Saigon 28th July, Mail and Gen.—M. M.

Saikai Maru, Jap. s.s., 2.743, Katori, 31st July—Mitko 26th July, Coal.—M. B. K.

Nanchang, Br. s.s., 1.063, R. Robertson, 31st July—Canton 30th July, Gen.—B. & S.

Kitano Maru, Jap. s.s., 3.277, F. E. Cope, 31st July—Japan via Shanghai 28th July, Gen.—N. Y. K.

PASSENGERS ARRIVED.

Per Armand Behic, arrived on 31st July, from Yokohama, &c.:—

Armand, D. Luise, H.

Hayashi, Mr. and Levin

Mrs. Nahon, H.

Henry, G. Octi, Mrs.

Honder, Mr. & Mrs. Sykichi, Mrs.

S. Tokyo, Mr.

Looker Winslow, P.

Per Yawata Maru, arrived on 31st July, from Australia:—

Coleman, G. S. Love, J. C.

Hendricks, Mrs. W. Mair, Colonel

C. McWilliams, C.

Hendricks, Mrs. W. F.

Hachima, Mrs. A. Nishiwada, K.

Fisher, Mrs. A. P. Wupperman, H.

Jackson, Capt. and West, Miss K.

Mrs. Wheeler, M. B.

Littler, Capt. C. Rees, J.

Per Tourane, arrived on 31st July, from Combay, &c.:—

Alonso, Mrs. Li Eang

Black, D. Lo Guan

Bit Hai

Bin, E. Luo Si

Bi Quoc

Luong Hien

Cham Hii

Luong Shinh

Chung Hii

Nam, T.

Chang Wang

Ny Am

Chay Hiep

Nhan Tu

Chu Hing

Pratin, T.

Duong Thuan

Reconet, Mr. and Mrs.

Engrege, D. Sin Thay

Phitani

Gould, Mr. & Mrs. Sin Sinh

Hanby

Thun Foez

Hanyton

Urick, L. R.

Haring

Vai Siang

Henderson

Wong Thuan

Hong Yang

Whast, S.

Lam Ham

Yan, Mr. & Mrs.

Lam Kai

P.

Per Kitano Maru, arrived on 31st July, from Japan, &c.:—

Akamatsu, Mr. and Gomez, J.

Mrs. S. Hio, J. M.

Amley, Capt. N. B. Hiyoko

Rever, Miss M. R. Hichcock, Mr. & Mrs. F. H.

Chin Shue Nai

Ka Lin Kai

Davis, Mrs. & Miss Ka Lin Hio

Dilda, M. Kai Lin En

Dodgson, Mr. and Kan Lai Ko

Mrs. G. S. Kojima, T.

Drake, W. H. Lowden, Miss L. Elliott, G. M. A.

Fraser, Mr. & Mrs. Okumura, Mrs. K. W. D. Pokeda, K.

Gonzalez, Mr. and Pukanaga, K.

Mrs. I. G. Roues, A. B.

Gonzalez, Miss A. Roumjohn, Mr. and Gonzalez, Master Mrs. A. A. G. Shibuya, T.

Gonzalez, Master Uyehiana, S. R. Woodson, Miss Gonzalez, E. Xairor, Miss

VESSELS IN PORT.

Strangers.

Born Minto, Br. s.s., 2.036, T. Baillin, 19th July—Moji 13th July, Coal.—G. & Co.

City of Columbia, Br. s.s., 3.931, B. Downe, 21st July—Philadelphia, U.S.A.; 24th May via Dublin 26th June, Case Oil.—S. & Co.

Corinthia, Br. s.s., 2.355, E. Woodhead, 20th July—Seattle 8th June, Coal—Admiralty.

Dunedin, Br. s.s., 3.051, Mave, 27th July—Moji 27th July, Coal.—D. & Co.

Foochow, Br. s.s., 1.268, C. P. Vincicent, 22nd July, Coal.—B. & S.

Kailong, Br. s.s., 987, J. V. Sidford, 23rd July—Manila and Philippines ports 25th July, Gen.—B. & S.

Landrat Scheiff, Ger. s.s., 1.012, A. Struve, 29th July—Bangkok and Swatow 28th July, Gen.—Kin Yoo Lung.

Machew, Ger. s.s., 996, R. G. Zollner, 29th July—Bangkok 18th and Swatow 28th July, Rice and Teak.—B. & S.

Madeleine Rickman, Br. s.s., 2.597, J. Schulz, 29th July—Morvan. Coal.—Order.

Michael Jensen, Ger. s.s., 947, J. Petersen, 28th July—Haiphong 26th, Pakhoi 26th and Hohow 27th July, Gen.—J. & Co.

Minnesota, Am. s.s., 18.323, T. W. Garlick, 28th July—Seattle and Manila 19th June, Gen.—N. Y. K.

Osterie, Br. s.s., 1.142, 16th July—Seattle 7th June and Shanghai 13th July, Gen.—Bank Line.

Peria, Am. s.s., 2.744, A. Lockett, 24th July—San Francisco 28th June, Gen.—P. M. S. S. Co.

Rabi, Br. s.s., 2.797, S. A. Crosby, 24th July—Cebu 20th and Manila 24th July, Hemp, Gen.—B. T. & Co.

Seinykill, Br. s.s., 2.848, Smith, 28th July—New York, Koro-sin Oil—Standard Oil Co.

Strathcree, Br. s.s., 2.802, D. Stanhyre, 24th July—Moji 18th July, Coal.—D. & Co.

Strathcree, Br. s.s., 2.840, J. R. Shaw, 24th July—Portland, &c., 10th July, Gen.—P. M. S. S. Co.

Sui Sang, Br. s.s., 1.760, M. Picknell, 21st July—Moji 18th July, Coal.—J. M. & Co.

Tjibodas, Dutch s.s., 2.053, Jarvisano, 20th July—Amoy 27th July, Gen.—J. O. J. L.

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Hongkong, 30th April, 1911.

J. H. TAGGART, Manager. [25]

GRAND HOTEL.

Telephone 197.

MANAGEMENT & CUISINE UNDER EUROPEAN MANAGEMENT.

357] F. REICHMANN, Proprietor.

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel, Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Und r Personal Supervision of

L. GANEAU, N. BLUMENTHAL, Proprietor, Manager

Telephone, 170 Telegrams "Astor." [24]

OPEN AIR SKATING RINK

BELLE VIEW HOTEL.

Telephone No. 907.

SESSIONS 10 A.M. to 12 Noon.
2 P.M. to 4 P.M.
Admission 25 cents.
5 P.M. to 8 P.M.
9 P.M. to 11 P.M.
Admission 50 cents.

String Band will play at the above Hotel every Sunday commencing from 4 p.m. to 10 p.m.

W. GALLAGHER, Manager. [25]

HOTEL CRAIGIEBURN.

PLUNKET'S GAP.

The Peak, near the Tram Terminus. Tel. 56.

For Terms, apply to the MANAGER. [27]

HOTEL VISITORS.

GRAND HOTEL.

Alax, Mr. Namling, P. W. L.

Henson, J. H. Paul, Samuel

Blum, N. P. Pedro, Sen

Crew, A. B. Pringle, J. W.

Donnelly, Mrs. and Prost, S. G.

Evans, Mr. Ramsey, Mrs. A. F.

Evans, Mr. F.

Farley, T. H. Mr. & Shaw, F. H.

Mrs. & Child Taylor, R.

Henson, C. C. Trendgold, E. J.

Hilton, Brit. Vinchon, H. J.

James, B. Wauw, Capt. & Mrs.

McPherson, D. B. Wilson, J.

Moorey, R. J. With, J.

Mall r, Mr. Wood, Mrs. O. H.

ASTON HOUSE.

Evadry, J. Morris, Mrs. K.

Bell, Miss Della de

Bell, Miss Mary Murray, W. H.

Tredrad, A. Perant, Mr. and Mrs.

Brown, J. Pitney, C. L.

Burton, H. M. Portaine, M.

Caba, F. Powers, C. A.

Canabianca, Dr. Raffray, F. R.

Chandler, H. Rondon, L.

Cherry, B. Ross, Jno.

Cogney, Dr. Rayonet, Mr. and Mrs.

Cooper, E. Dawson, H. W.

Dickson, W. Schroder, W.

Fisher, M. M. Scott, Mrs. I. M.

Gale, J. T. Short, Dr. A. S.

Goodwin, W. J. Sizer, P. K.

Georgey, M. Smith, J.

Gmads, A. Smith, W.

Grant, Mrs. Snyder, F. S.

Hantzsch, F. Sprinkle, W.

Hanzlik, H. J. Tan Tek Hey

Harrison, Miss H. Taylor, Madot C.

Hendley, Mr. Taylor, Mrs. and child

Jones, E. M. Tuttle, W.

Joseph, J. Turner, J.

Khoo Anz Thuan Urban, Mr. and Mrs.

Lagrez, E. D. Mrs.

Luguey, P. A. Uro, W. H. B.

Luguey, V. Wagner, E. H.

Lyon, M. Williams, W. A.

Mitchell, Mrs. Wright, J. M.

Mody, N.

SHIPS PASSED THE CANAL.

4th July—Bayern, Besardor, Cyclops, G'entaret, Samatra, Theseus, 12th July—Himalaya, Hyson, Moyano, Oupack, Tingo Maru, Alesia, Vorwarts, Aradia, Atreus, 14th July—Braemar, Kintuck, Monmouthshire, Myrmidon, Peshawur, Sardina, 18th July—Beagle, China, Nile, Prinz Ludwig, Tonkin, Welsh Prince, 21st July—Atsuta Maru, Idomenus, Kama Maru, Kawachi Maru, Po-yen-sien 26th July—Glenak, Jaxerit, Prinz Elid Friedrich, 28th July—Machison, Scandia, Sunda, Indra, Rheinfele.

Arrivals at Home—4th July—Agamemnon, Aki Maru, Jason, Montrose, Sicilia, 11th July—Bayern, Cyclops, Sachsen, Thesus, Yunnan, 14th July—Derfflinger, Flinthar, Kaga Maru, Gneissau, 21st July—Benyon, Aradia, Atreus, 25th July—Tonkin 28th July—Atsuta Maru, China, Kawachi Maru, Monmouthshire, Muncester Castle, P. E. Friedrich.

A L'ING & CO.

FURNITURE AND PHOTO SUPPLIES.

DEVELOPING, PRINTING AND ENLARGING.

19, Queen's Road. [303]

Printed and Published by Richard Irving Hope, for the Proprietor, Dr. J. W. Noble, at 47, Des Voeux Road Central, in the City of Victoria, Hongkong.

SHARE REPORT.

STOCKS & PAID UP VALUE.	CLOSING QUOTATIONS.	LAST DIVIDEND AND DATE.	RETURN ON INVESTMENT.
BANKS.			
Hongkong & Shanghai	\$195	\$1010 s.	Final of 22 5/- at 1/10
National Bank	45	\$10	\$24 54 for half year ended 31-12-10, making 4. 5s. for the year
Canton	45	\$210	In Liquidation
North China	45	\$167 1/2 b.	\$15 for 1909
Unions	\$100	\$815 s.	Interim of 10/- for 1910
FIRE INSURANCES.			
Yangtze	250	\$210	Final of \$20 making \$50 for 1909 and Interim of \$30 for 1910
China Fire	\$20	\$122 1/2 b.	\$12 for 1909 and Int. of \$3 on account of 1910
Hongkong Fire	\$50	\$387 1/2 b.	\$7 & 5/- of \$2 for 1909
China & Manilla	\$25	\$104	\$27 for 1909
Douglas Steamships	\$50	\$19 b.	\$1 for 1906
Steamboats	\$15	\$30 1/2 s.	8 p.c. for year end'g 30-6-08
Indo-China (Preferred)	45	\$65	Dividend of \$1 1/2 for half year ending 30-6-11
(Deferred)			8% final making 6% for 1908 G'v. div. for 1909 on preferred shares
"Shell" Transports	21	\$80/- s.	1/- per share Coupon No. 15 2/6 per share Coupon No. 16 for 1910.
"Star Ferry"	\$10	\$26 1/2	Div. 7 p. c. for year end'g 30-6-11
REFINERIES.			
China Sugars	\$100	\$100 b.	\$10 for 1910
Luzon Sugars	\$100	\$24 1/2 s.	\$8 for 1897
MINING.			
Chinese Engineering	21	T14	Interim of 1/- on account for year ending 28-2-11 (Coupon No. 10)
Headwaters	P. 10	P. 10	1st year
DOCKS, WHARVES, & COWINGS			
Penwicks	\$25	\$14 s.	\$1 1/2 for year end'g 31-12-06
Kowloon Wharfs	\$50	\$50	\$3 for year ending 31-12-10
H. K. & W. P. Docks	\$50	\$57	\$1 1/2 for year end'g 31-12-10
Shanghai Docks	T. 100	L. 50	Ts. 2 1/2 for 1910
Hongkong Wharfs	T. 100	L. 50	Final of Ts. 4 for 1910
LANDS, HOTELS & BUILDINGS			
Anglo French Lands	T. 100	L. 50	Ts. 6 2 1/2-3 10
Hongkong Hotels	\$50	\$119	\$3 on old shares, \$1.50 on new shares for half year 31-12-10
Hongkong Lands	\$100	\$35 ex div. b.	Interim div. of \$3 1/2 for 1911
Humphreys Estates	\$10	\$5 1/2 b.	45 cents for 1910
Kowloon Lands	\$30	\$26 b.	\$2 1/2 for 1910
Shanghai Lands	T. 80	L. 94	Ts. 6 for 1910
WEST POINTS.			
West Point	\$50	\$45 ex div. b.	Interim div. of \$2 for 1911
COTTON MILLS.			
Manila M'pole Hotel	P. 0	\$11 s.	15 per cent. for 1910
WATERS.			
Ewos	T. 50	T. 63 s.	T4 for year end'g 31-10-10
Hongkong Cottons	\$10	\$6 1/2	T7 for year end'g 20-12-10
China-Borneo	\$12	\$9 1/2	50 cents 31-7-08
Light and Powers	\$10	\$1 b.	\$1 for 1910
Do. (Spec. shares)	\$1	\$1 b.	
China Providents	\$10	\$7.60	80 cents for 1910
Dairy Farms	\$6	\$22 1/2 b.	\$1.20 for year end'g 31-7-10
Green Islands	\$10	\$4	Interim of 15 cents per share for 1910
Hongkong Electric	\$10	\$21 1/2 b.	\$1.20 per share and 5/- of 10 cents
Hongkong Ties	\$25	\$180	\$10 per share for 1910
Hongkong Ropes	\$10	\$19	\$1 interim account 1911
Langkats	g. 10	T. 92	Special bonus T. 2 15-1-11
Morning Post	\$25	\$25	Interim div. T. 1 15-3-11
Peak Tramway	\$10	\$12 s.	Interim div. T. 1 15-3-11
Do. (new)	\$1	\$1.10 b.	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30-4-11
Philippines	\$10	\$5 b.	None
H. Price & Co., Ltd.	\$10	\$12 b.	None
Societe des Preferees	\$50	\$45	\$1.50 for 1910
Pulpes et Papiers de Tonkin	\$500	\$500	First year
Shanghai-Samaras	T. 20	T. 95 s.	No dividend this year
Steam Laundry	\$5	\$6 1/2 ex div.	30 cents for year end'g 30-5-10
United Asbestos Oriental Agency, Ltd.	\$10	\$10	15 per cent. per ordinary share for year ended 31-5-1910
United Asbestos Founders Shares	\$10	\$300	Do.
Union Waterboat	\$10	\$7	5 per cent. for year end'g 31-12-10
Weismann, Ltd.	\$10	\$15 b.	10 per cent. for year end'g 31-7-10
Watson	\$10	\$5 1/2 b.	80 cents for 1910
William Powell	\$10	\$4.40	

Corrected to 4 p.m. 31st July, 1911, by E. B. KADOREK & Co., Share & General Brokers.

"The Telegraph" does not hold itself responsible for any of the above quotations.

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER.

July 31st, a.m.

Station.	Hour.	Baromet.	Temperature.	Humidity.	Direction.	Force.	Weather.
Hakodate	6 a.m.	29.85	—	w	1	—	—
Tokio	—	29.97	—	—	—	—	—
Kaga-aki	—	29.80	—	sw	4	—	—
Choshi	—	—	—	—	—	—	—
Waiwai	9 a.m.	29.65	82.75	sw	2	cm	—
Hankow	6 a.m.	—	—	—	—	—	—
Shanghai	9 a.m.	29.62	84.70	sw	1	—	—
Gutzlaff	—	29.67	83.91	sw	1	cv	—
Sharp P'k	—	29.73	84	—	—	—	—
Amoy	6 a.m.	29.74	82.87	sw	4	o	—
Swatow	—	29.75	81.81	sw	1	o	—
Canton	9 a.m.	29.75	85.70	sw	1	o	—
H'kong	10 a.m.	29.76	85.75	w	1	o	—
Gap Rock	—	29.74	—	sw	2	—	—
Macao	—	29.78	86	sw	1	o	—
O. St. J.	8 a.m.	29.64	75	sw	1	o	—
Manila	10 a.m.	29.76					